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## PASSENGER MARKET:

The long and the short of it

May 17, 1965

# RAILWAY AGE WEEKLY

# America looks at rapid transit

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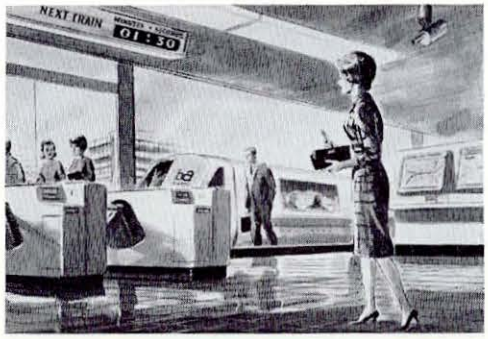


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May 17, 1965 • Vol. 158, No. 20

# PASSENGER MARKET

### The long and the short of it.

Moving people by trains is big business—and it's getting bigger, however you look at it.....**p.30**

### More riders—but red ink persists

Class I roads report an upturn in patronage for the first time since World War II. But losses remain high.....**p.32**

### America looks at rapid transit

In Washington this week the spotlight is on the bullish side of the business—rail rapid transit.....**p.38**

### Los Angeles wants a transport choice

Next big breakthrough for rail transit will come in Southern California.....**p.40**

### Prospects good for Washington system

Rail-transit legislation is moving through Congress, and hopes are high for approval.....**p.45**

### Atlanta's mayor backs rail plan

Federal government, he tells Railway Age, should aid rail transit on the same basis as it helps highways....**p.46**

### San Francisco shows the way

Everybody's talking about transit; San Franciscans are doing something about it in a big way.....**p.48**

### The Action Page—Problem with many answers

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# SHORT AND SIGNIFICANT

**Interdivisional-run talks set for May 18**

The one big issue left unresolved by last summer's work-rules settlement will be up for discussion again May 18 in Chicago. Representatives of the carriers and the five operating organizations—along with neutrals Dr. George W. Taylor and Theodore W. Kheel—are scheduled to meet. Their topic: interdivisional runs. This will be the second such meeting, following an initial session last month in Washington.

**Burlington's Murphy to retire July 1**

The man who has headed one of the company's most successful railroads since 1949, Burlington's Harry C. Murphy, plans to step down as president July 1. Murphy's career spans 51 years with CB&Q, and covers a climb through the engineering, maintenance, operating and executive departments to the railroad's presidency.

**Transport: Connor's down-to-earth approach**

Secretary of Commerce John T. Connor would like to see transport problems here on earth attacked with a sense of urgency like that of the space effort. He expressed this hope last week in an address to the National Association of Manufacturers in which he discussed Commerce's transport-research work. As he put it: "If we fail in the race to the marketplace, we might as well forget about the moon."

**Monon challenges C&O for CSS&SB control**

The two-way fight for control of Chicago South Shore & South Bend is now a formal thing. Monon has filed its control petition with the ICC, matching an action taken earlier by Chesapeake & Ohio. Both roads hold substantial stock interest in CSS&SB.

**PRR: A $42-million bet on unit trains**

The Pennsylvania is a staunch champion of the unit-train concept—and is proving it this year with a $42-million investment in unit-train equipment. Henry W. Large, PRR's sales vice president, told a Greensburg, Pa., audience that of the 6,100 new freight cars Pennsy is acquiring this year, 3,000 will be 100-ton coal hoppers (costing more than $14,000 apiece) "for use principally in unit trains serving steel plants, utilities and other large-volume consignees."

**Republic of China gets $20-million rail loan**

The Taiwan Railway Administration plans to use a $20 million World Bank loan to make some big purchases for the rail system. On the shopping list: 55 new diesel locomotives, 150 new passenger cars (89 to be built in Taiwan with imported parts), and 1,065 freight cars, to be built in company shops. The railway will also construct a new yard at Taipei, improve signalling, and install safety devices at grade crossings.

**Milwaukee stockholders approve C&NW merger . . .**

The vote was anything but close last week, as Milwaukee Road shareholders cast their lot with Chicago & North Western. The tally on the merger: 1,948,178 shares voted in favor, 15,285 voted against. Next move toward bringing the two roads together will come May 18, when C&NW's stockholders will vote on the proposal.

**. . . while joint committees continue their studies**

Milwaukee President William J. Quinn told shareholders that there's no precise estimate now of consolidation savings. But, he said, joint committees are studying all phases bearing on benefits and are preparing recommendations for operation of the consolidated railroad. Committee reports will be filed early next year—February or March—and formal merger application will then be sent to the ICC.

# MONDAY MORNING REPORT

**Rx for more transport research by Commerce**

Railroad men argue from time to time that further studies should not delay sound transport legislation—because "transportation has been studied to death." The Department of Commerce's Panel on Transportation Research and Development seems not to have heard them. It has advised the Department to carry on with a greatly expanded transportation research and development program. The advice is in the Panel's 90-page report, just made to Secretary of Commerce John T. Connor.

**Railroaders and labor executive participate**

The Panel, headed by Cornell University's provost, Dale R. Corson, was created in 1963 by Connor's predecessor, former Secretary Luther Hodges. Its 31 members include two railroad men—Kenneth A. Browne, director of research, Chesapeake & Ohio, and Robert S. Hamilton, vice-president, marketing and research, Southern. Another member is George M. Harrison, chief executive officer, Brotherhood of Railway Clerks. The ICC is not represented, but the Civil Aeronautics Board is—by David Bluestone, chief of its Planning Office.

**Two-year effort "only scratches the surface"**

Assignment of the Panel was to review Commerce's R&D activities with a view to identifying barriers and opportunities in that area. Its transmittal letter to Secretary Connor says the two-year effort, "extensive though it has been, only scratches the surface of the tremendous job that needs to be done."

**More dollars for research?**

Most of the report's recommendations and discussions are general, but there are some specific proposals. These include calls for stepping up Commerce's outlays for research at the rate of $1 million a year, a support program costing $10 million a year for research and advanced transportation education at universities, establishment of a federal-agency coordinating committee and an advisory committee of transport-industry representatives, and publication of an annual review of R&D progress.

**A good word for more rate-making freedom . . .**

There is discussion which reflects some Panel sympathy for more rate-making freedom, which is a top priority item on the railroad industry's legislative program. The report anticipates that transport competition will increase—and, as it does, "the opportunity to rely on competition rather than regulation grows." This drew a dissent from Panel Member A. G. Ingersoll, Jr., who is president of the Federal Barge Lines.

**. . . and diversification, too**

There is also favorable talk about another major proposal of the railroads' freedom program—diversification, which means freedom for carriers to operate other modes of transport. "The advisability of present policy with regard to mergers involving different modes of transportation" is identified in the report as "an important question that might be investigated."

**Call for continuing audit of research's results**

The Ingersoll dissent is only one of several separate expressions by members of the panel. Railroaders Browne and Hamilton joined in one of these expressions which called for arrangements to audit results of transportation research "in the light of what actually did happen later." Lack of such arrangements is called a "missing link in transportation research"—because "knowing that studies will be appraised in the future will encourage researchers to be more explicit about their assumptions and more rigorous in their methodology."

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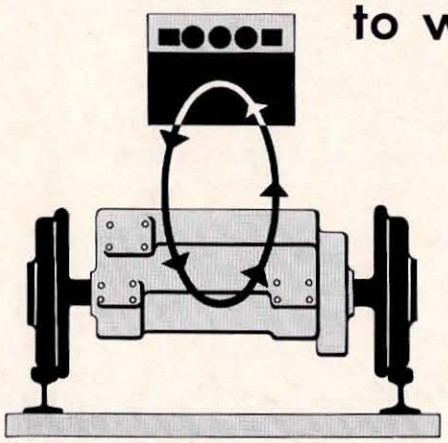
## to woo any rapid transit commuter



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L&D PREVENTION

# An ounce isn't enough

**Specialized equipment helps to minimize the problem—but there isn't nearly enough of it. Also needed: tougher, industry-wide programs on better freight-handling and equipment maintenance.**

Industry-wide attention will have to be focused on loss and damage prevention before present trends can be reversed. That was the message spelled out by speaker after speaker at the AAR Freight Claim Division's recent meeting in Dallas.

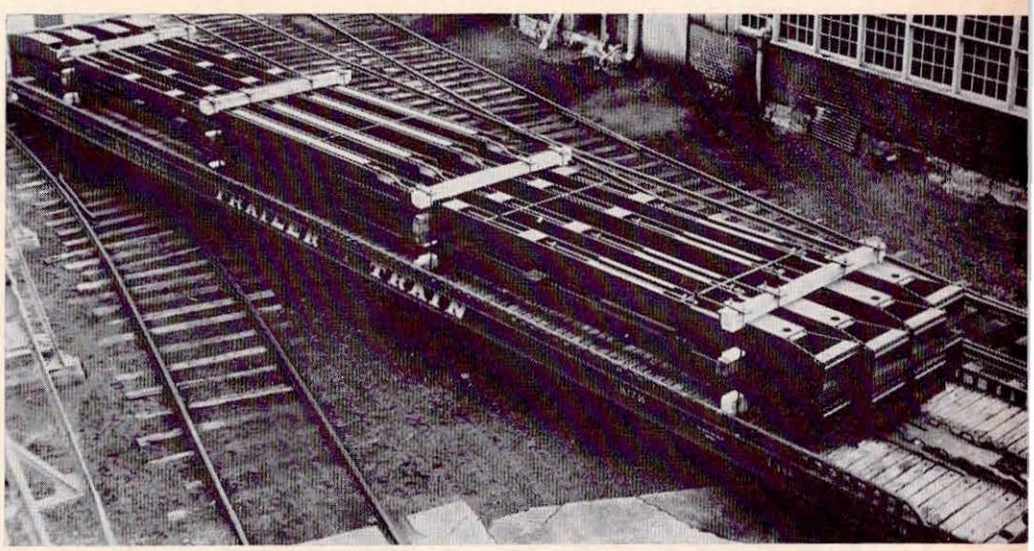
Huge industry expenditures in recent years for equipment designed to minimize L&D have helped by preventing even worse L&D performance. But, with all the money spent for such equipment, less than 10% of the fleet is so equipped. And the experts think the massive upward trend in L&D payout can be stemmed only if **all** railroads augment new-equipment acquisitions with tough programs aimed at (1) better freight handling, (2) better equipment repair, (3) servicing and cleaning, and (4) making every individual railroad man conscious of the need for quality-control in handling shipments.

● **Operating headache.** Retiring Freight Claim Division Chairman J. G. Goodrich put it this way: "I consider better freight handling the only answer to stem the ever-increasing L&D account and the ratio-to-revenue barometer by which we measure our gains—or, rather, our losses." Goodrich urged freight claim agents and L&D prevention specialists to plug L&D leaks by getting together with operating officers: "Unless top railroad management organizes and institutes a vigorous claim-prevention program in which all carriers, large and small, participate, no real and lasting reduction in the national L&D bill can be obtained."

● **Equipment needs care.** Goodrich also zeroed in on the fact that the car fleet (which has gotten large doses of new equipment and devices aimed specifically at controlling L&D) still consists—by a wide margin—of older cars which cause disproportionately large L&D payouts. "Amounts paid out due to the use of defective and unfit equipment continue at a much higher level than good railroading practices can afford," he told the claim agents. "We have only to examine the enormous outlay budgeted by railroads for new and improved freight equipment to see the steps being taken by progressive railroad managements to alleviate this condition. During the current year, much more new equipment and improved rolling stock will be assembled for use of U. S. railroads."

● **Operating men agree.** AAR's Vice President Rex Manion put the matter even more succinctly: "Better cars and facilities cannot do the job alone. It is necessary to get everyone who has anything to do with the handling of freight into the act." Manion reiterated the Freight Claim Division's four-point recommendation of a year ago (increased inspection of damaged freight, general improvement of the physical condition of cars, more intensive action to reduce rough handling, and a reappraisal of individual carriers' prevention organizations) as necessary before any change in L&D trends could come about. He said railroads are doing a great deal to improve the physical condition of cars, and that some progress has been made toward reducing rough handling—but that the other two needs "are still real problems."

● **Newer equipment ahead?** O. H. Osborn, vice president and general manager of Gulf, Colorado & Santa Fe, told the claim agents and L&D prevention specialists experience indicates that even more specialized equipment may have to be developed before, in conjunction with the human effort




**ONE POWERFUL WEAPON IN THE L&D ARSENAL**

Impact-absorbing cushion underframes are playing an increasingly important role in L&D-prevention efforts. Above, part of a $1 million-plus shipment of National 3C Sliding Sills (made by National Castings Group, Midland-Ross Corp.) begins journey to Havelock, Neb., where they will be installed on 100-ton, 60-foot insulated box cars for the Chicago, Burlington & Quincy and a subsidiary, the Colorado & Southern. Burlington ordered 365 new sills, already has 207 in service.

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reserved seat chair car, Chicago to San Francisco

**$70.39** one way

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that has to be made, a solution to the L&D problem can be found. Citing the relatively good L&D performance of TOFC shipments—which are cushioned in several ways—Osborn asked, "Is this method of shipping to be the answer for the future for everything except extremely heavy shipments and aggregates? In addition to all the other devices that we now have, should we have a shell within a shell—in other words, a box within a box that is supported at the top, side and bottom by shock-control devices?"

• **Good housekeeping helps.** Fred Kimball, general master car repairer, Southern Pacific, told the Freight Claim Division of SP's impressive program to insure shippers of serviced, clean cars for their shipments.

SP located eight mechanized cleaning and repair facilities at strategic spots on its lines, he said, adding:

"All facilities are completely paved, have modern lighting, compressed air and water lines between rails and have adequate drainage throughout." He said mobile equipment is used for mechanized repairs. Trucks equipped with compression devices are used for removing debris and a mobile car-end straightener is used at each cleaning track. Kimball said symbol classification of serviced equipment enables operating forces to tell at a glance that equipment has been serviced and what kind of service it is suitable for: "If cars are not used in the immediate area where cleaned, information on the car's commodity card is placed on train consists to indicate to adjoining divisions what classification the car is carrying."

Kimball cited SP's upgrading of box cars at mechanized cleaning tracks as helpful to the all-out effort the road makes at upgrading its fleet at heavy repair tracks. "For example, approximately 4,200 40-foot box cars have been modified by reinforcing underframes and opening door areas from six to ten feet. All SP freight cars built since 1958 are equipped with Hydra-Cushion underframes. Southern Pacific, from a mechanical standpoint, fully realizes the importance of placing a car for loading to any industry with the best possible equipment to insure safe delivery of loads to destinations."

Another SP officer, Vice President System Operation W. D. Lamprecht, recently described L&D as "a major drag on our ability to step out ahead of the tough competition for every ton of traffic. Without our efforts and without the company's investment in plant improvements and damage-free equipment, the claim bill would undoubtedly have climbed even more steeply. We're running faster, but the treadmill is speeding up even more." ■

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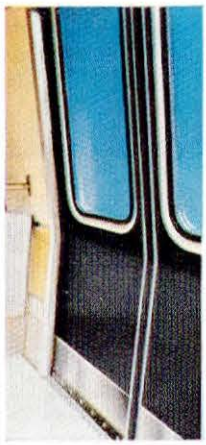

• Inside . . . eye-easing colors, simulated wood paneling, the most modern controlled climate air conditioning, and individually cushioned black vinyl seats. Here is where the side wall design provides four extra inches of elbow room.

• Windows? High, wide and frequent—big enough to change your outlook even on a Monday morning. This car was designed around comfort.

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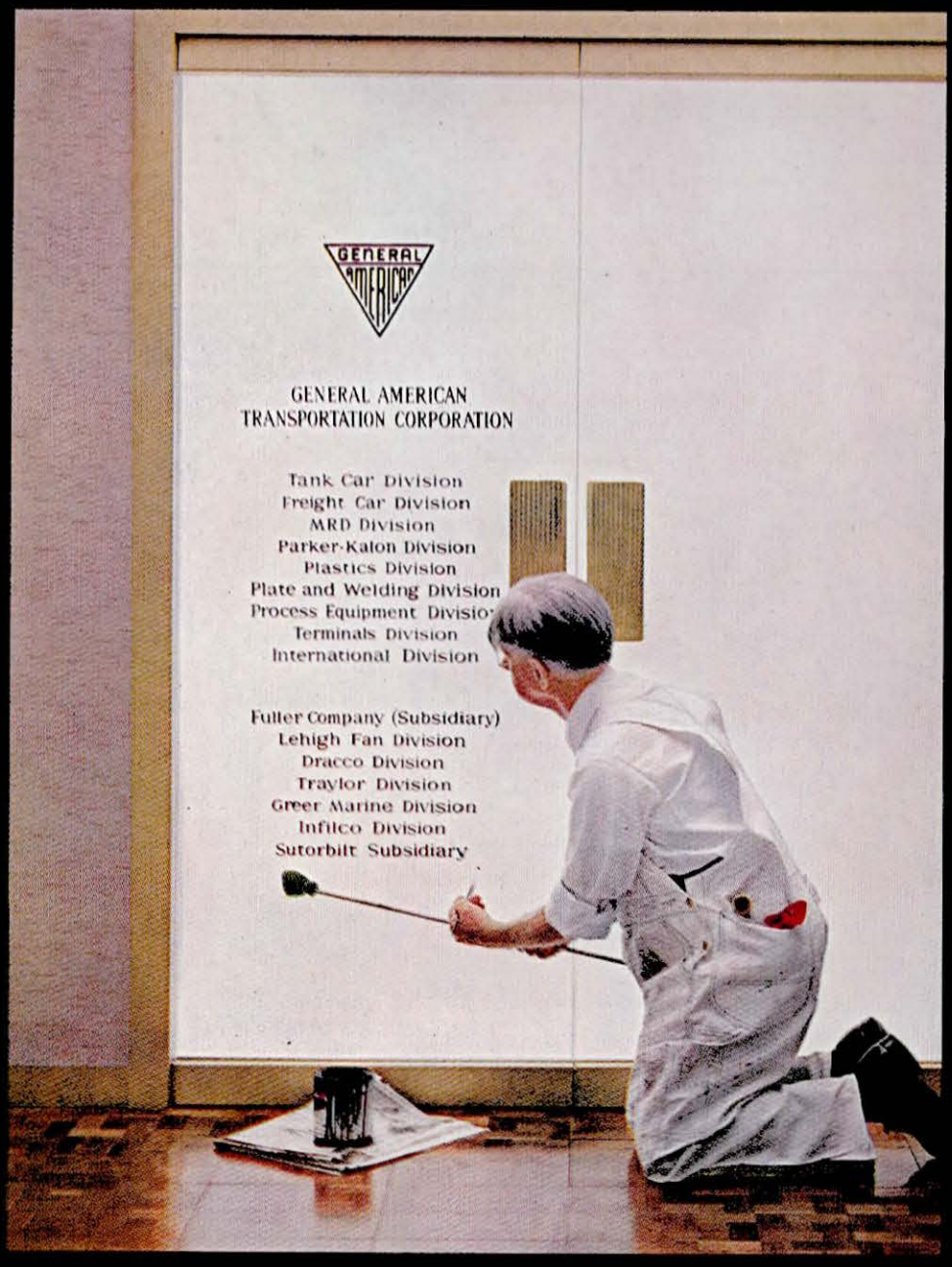
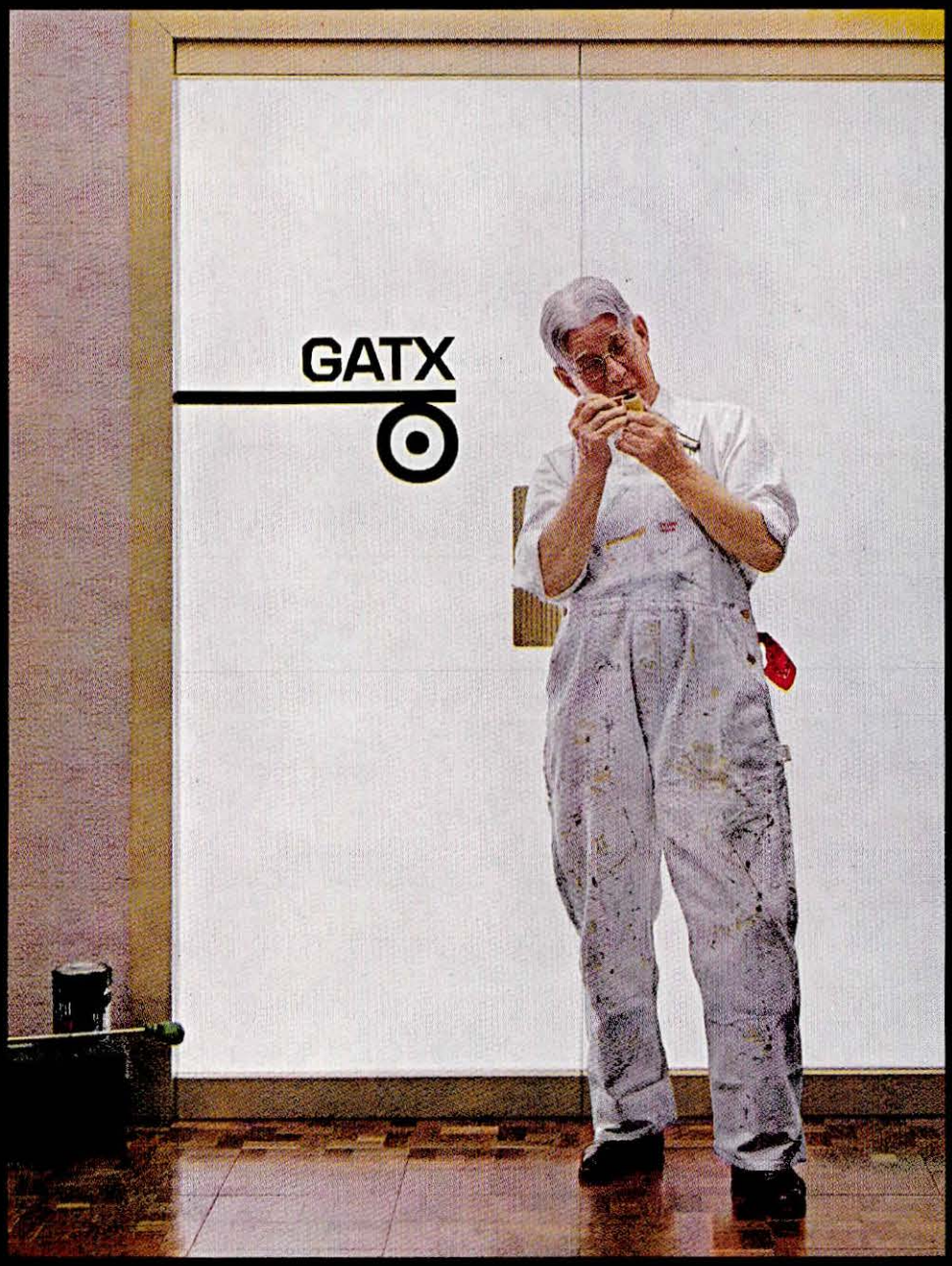


**Today George paints for GATX. Which is a lot simpler for all.**

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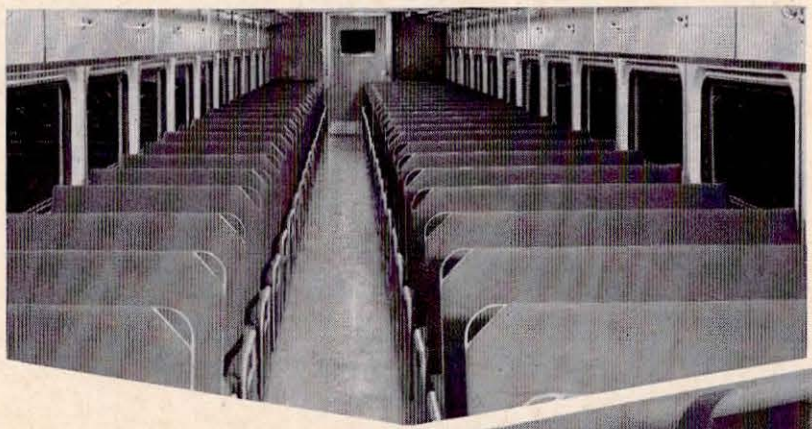

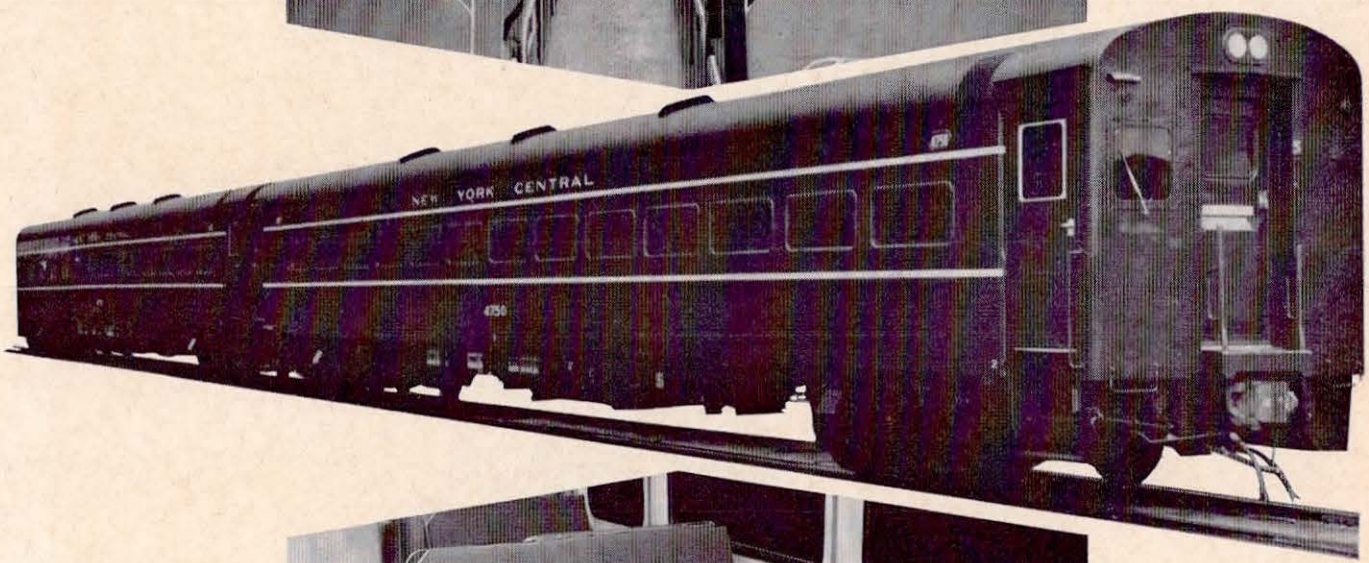

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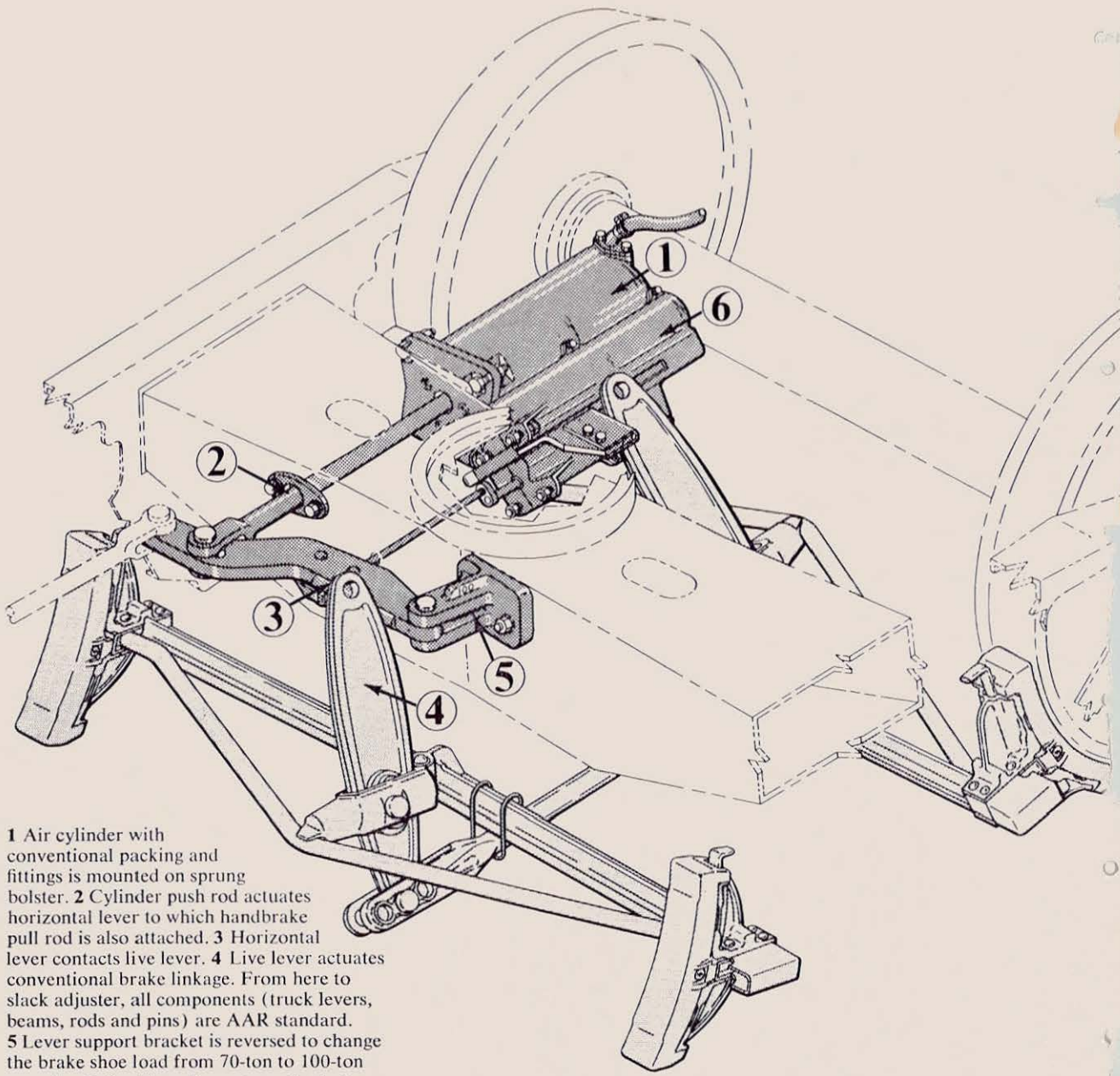
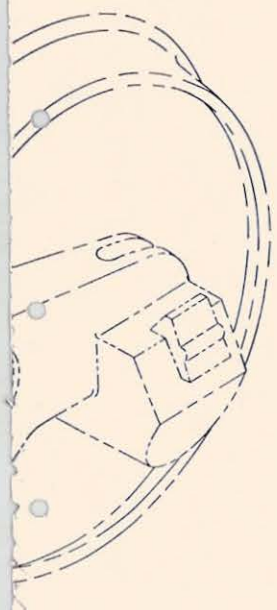
# This is the new Absco Brake designed for today's modern freight cars.




**1** Air cylinder with conventional packing and fittings is mounted on sprung bolster. **2** Cylinder push rod actuates horizontal lever to which handbrake pull rod is also attached. **3** Horizontal lever contacts live lever. **4** Live lever actuates conventional brake linkage. From here to slack adjuster, all components (truck levers, beams, rods and pins) are AAR standard. **5** Lever support bracket is reversed to change the brake shoe load from 70-ton to 100-ton capacity. **6** Double-acting automatic slack adjuster senses piston travel by means of a rod which passes through the bolster and connects with horizontal lever.

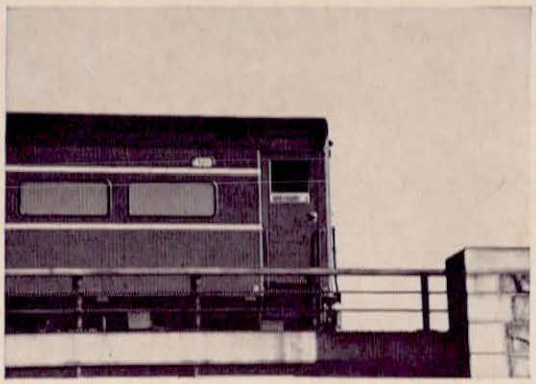


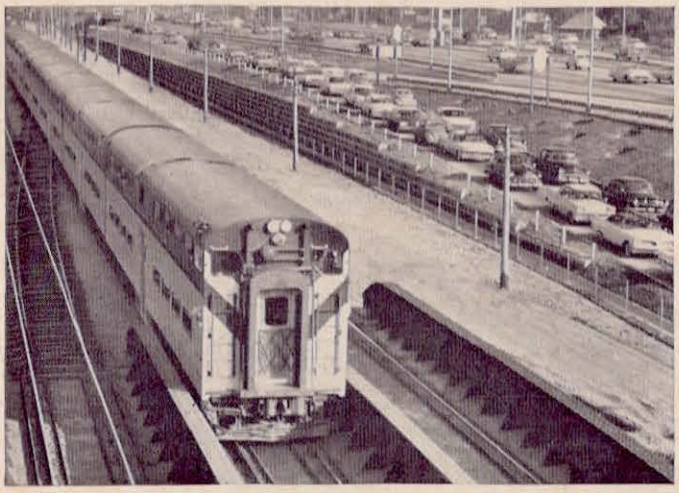
## (Brand-new—but you're stocking many of its parts right now!)

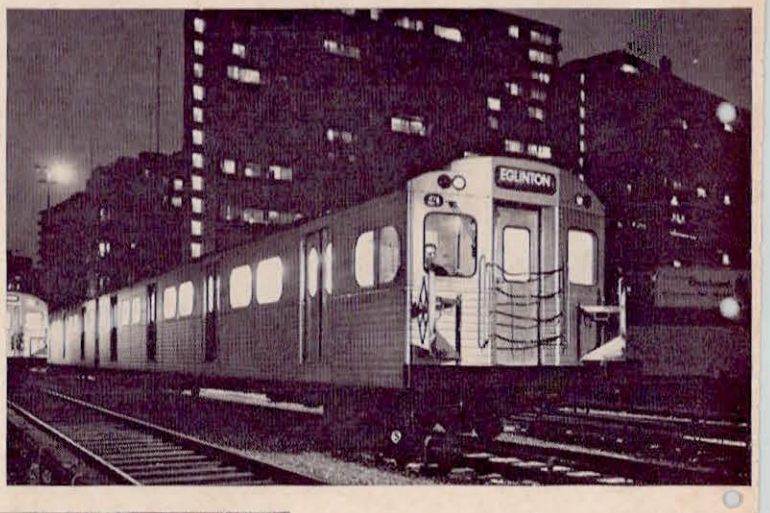
You can add the new Absco brake to your new-type freight cars, and hardly add anything to your brake parts inventory. But look what you get in the new Absco Brake: **1. Single cylinder** Predictably lowers your COT&S costs. **2. Standard AAR components** You already stock the parts that are most likely to ever be replaced. **3. Protected location** Major components are high above rail and are cushioned against shock. **4. Automatic slack adjustment** You get maximum braking force regardless of brake shoe wear. The rest of the Absco Brake story is in the picture. Fill in the details by calling your Brake Shoe representative or write to Railroad Products Division, 530 Fifth Avenue, New York, N.Y. 10036.

AMERICAN Brake Shoe COMPANY

In Canada: Dominion Brake Shoe Company, Ltd.

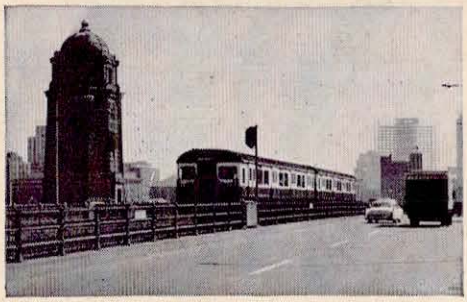





EGLINTON

ISLAND
to the FAIR GATEWAY

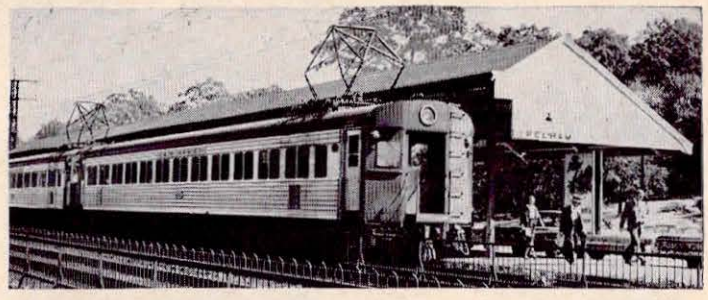
CAGO AND NORTH WESTERN



# People... Going Places

Everywhere, every day, people are going places. In Chicago, New York, Toronto, San Francisco, and in other cities throughout America, people are going places . . . and getting there . . . by rail. To the office, to the factory, to the fair, or the stores, and back home again . . . in summer heat and winter cold, through downpours and snow storms . . . people are on the move, making millions of trips . . . necessary trips . . . riding hundreds of millions of miles daily. And they are getting there and returning more safely, faster and economically than ever before in modern, efficient commuter and mass transit equipment, much of it built by Pullman-Standard.

Whether your local conditions indicate elevated, surface or subway transit cars, bi-level or single level commuter cars, self-propelled or diesel-hauled, we have designs, the know-how and the manufacturing experience to assist with your plans, your requirements, your problems. Let's talk it over. Chances are you'll find we have many sound solutions to the problems of people going places.



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## Nickel stainless steel transit cars are your brightest buy.

What makes nickel stainless steel outstandingly suited for modern transit car design? A combination of advantages:

**Lightweight.** Stainless steel's strength-to-weight ratio makes possible car structures as light as those of aluminum. This, plus the material's corrosion resistance, means lighter sections. And weight reduction cuts power needs. How much? According to one city, $16,000 per car over 35 years.

**Durability.** Stainless steel resists corrosion, abrasive damage and the severe scuffing condition to which transit cars are subjected.

**Fabricability.** Stainless steel has good ductility. So it's easily formed—even at the high strength levels railway cars require. It can be stretched or bent, easily joined by conventional methods.

**Safety.** Stainless steel offers high strength and ductility. It absorbs energy, maintains structural coherency. Helps minimize collision damage.

**Minimum maintenance.** Stainless steel needs almost no maintenance—never needs painting. How much can you save? Some users have cut their upkeep as much as $2000 per car per year.

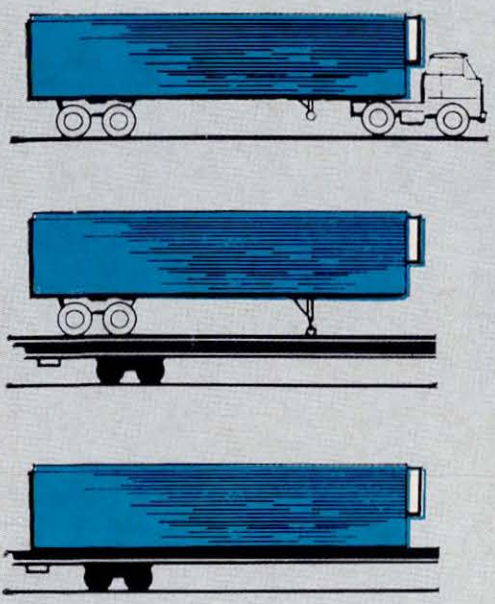
**Good appearance.** Stainless steel has a look that lasts. Just wash off accumulated road dirt, and stainless steel cars come clean. Original brightness remains for life. Only nickel stainless steel transit cars offer so many advantages. So economically. For more information or for technical assistance, write Inco.

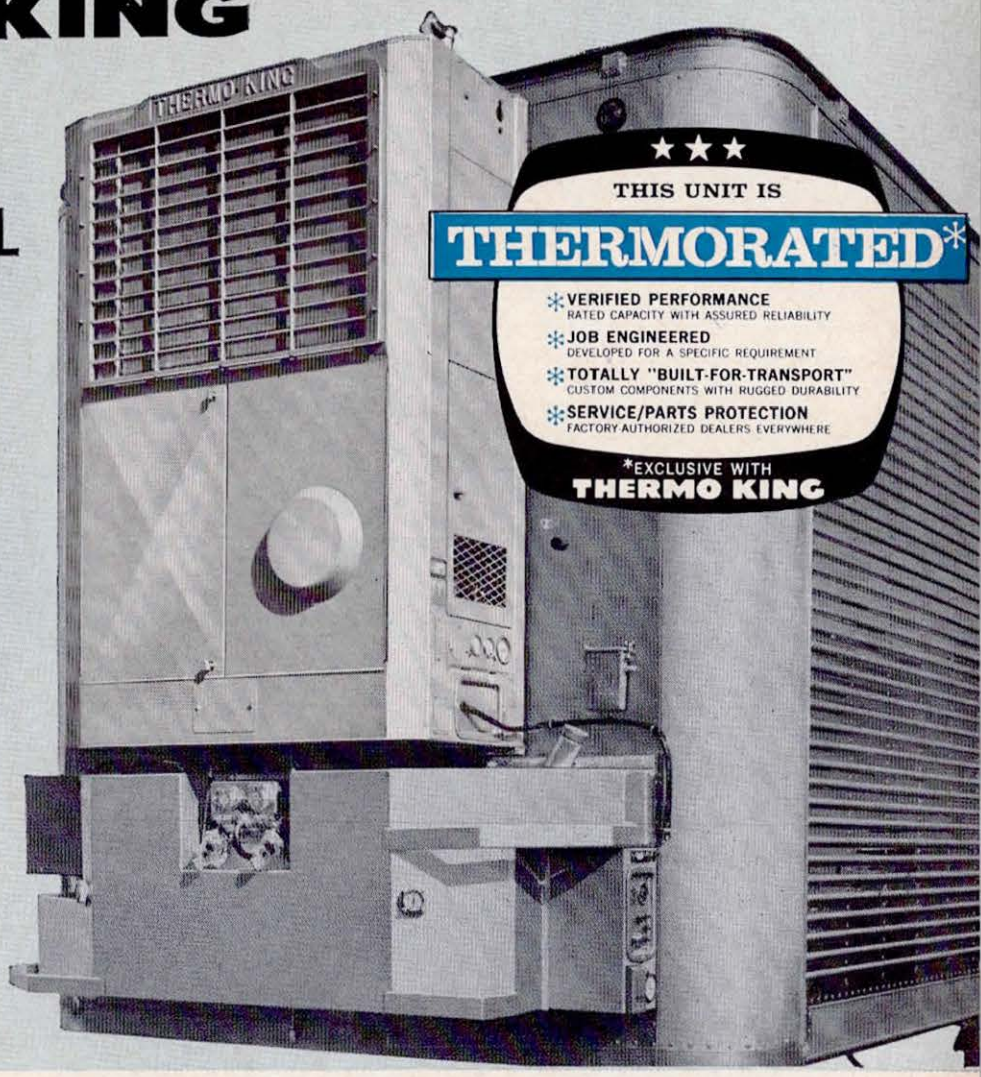
**The International Nickel Company, Inc.**
**67 Wall Street INCO New York, N.Y. 10005**

# THERMO KING

## MODEL NWD-62

## FRONT MOUNT DIESEL






# Prime protector of piggybacked perishables

Powered by the world famous MERCEDES-BENZ diesel engine, this remarkable THERMO KING unit has compiled an amazing performance record under every operating condition! No other supercapacity unit can match the NWD-62 in efficiency, maintenance economy, proven dependability in the field.

The NWD-62 is the choice of scores of leading railroads because it delivers dependable cooling and heating for piggyback operations at *lowest total cost!*

Write today for brochure on THERMO KING units recommended for piggyback operations.

THIS NEW THERMO KING TRADEMARK STANDS FOR WORLD LEADERSHIP IN TRANSPORT REFRIGERATION

- *Continued profitable operation of THERMO-KING units is assured by its nation-wide network of over 200 service stations and staff of field engineers.*
- *In addition to supplying a wide choice of standard piggyback trailer units, THERMO KING offers its highly specialized facilities for the development of custom-built equipment for other railroad refrigeration or heating requirements.*

**THERMO KING**
corporation
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### These leading railroads use THERMO KING units in piggyback operations

| | |
|---|---|
| Alaska Railroad | Missouri-Kansas-Texas |
| Atlantic Coast Line | Missouri Pacific |
| Baltimore & Ohio | New York Central |
| Boston & Maine | Nickel Plate |
| Burlington | Northern Pacific |
| Chicago & Northwestern | Pacific Fruit Express |
| Erie Lackawanna | Pennsylvania |
| Frisco | Santa Fe |
| Fruit Growers Express | Seaboard Air Line |
| Great Northern | Southern |
| Illinois Central | Southern Pacific |
| Kansas City Southern | Union Pacific |
| Louisville & Nashville | United States Freight |
| Milwaukee Road | Western Pacific |
| Canadian Pacific | Canadian National |

# *Why PATH and St. Louis Car chose reliable*

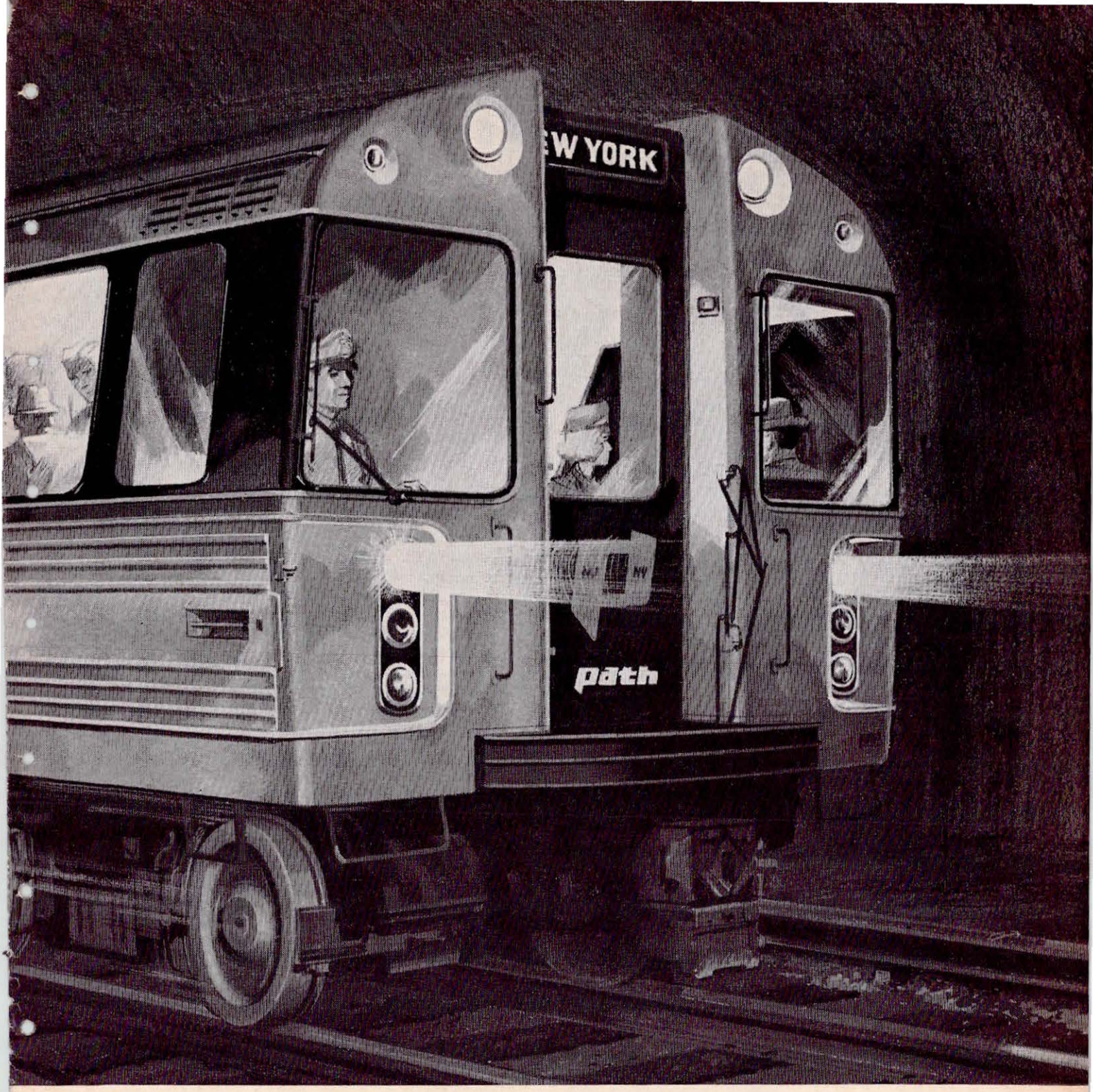
What roller bearing would you specify if you were ordering 162 of the most modern rapid transit cars available? Cars valued at $17,000,000. Cars which have to be on duty 24 hours a day. Cars ever ready to transport 100,000 passengers every working day—safely, smoothly, promptly — between New York and New Jersey.

Port Authority Trans-Hudson Corporation (PATH) and General Steel Industries, St. Louis Car Division, chose reliable Timken® Self-Contained "SC" tapered roller bearings for all 648 axles of these sleek, modern, transit cars.

Like other transit systems and 161 railroads and car owners, they know that with Timken bearings you get more than a pallet of bearings and an invoice.

They get what they want most—*reliability*, based on 42 years' experience in solving bearing problems for railroads and transit systems. Timken "SC" bearings—eight sizes in all—give long, reliable, trouble-free service and need very little maintenance. And they're especially designed and built to take heavy radial, thrust and shock loads.

This is a pleasing assignment knowing millions of com

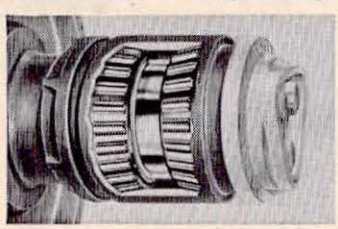



# *Timken® bearings for these newest transit cars*

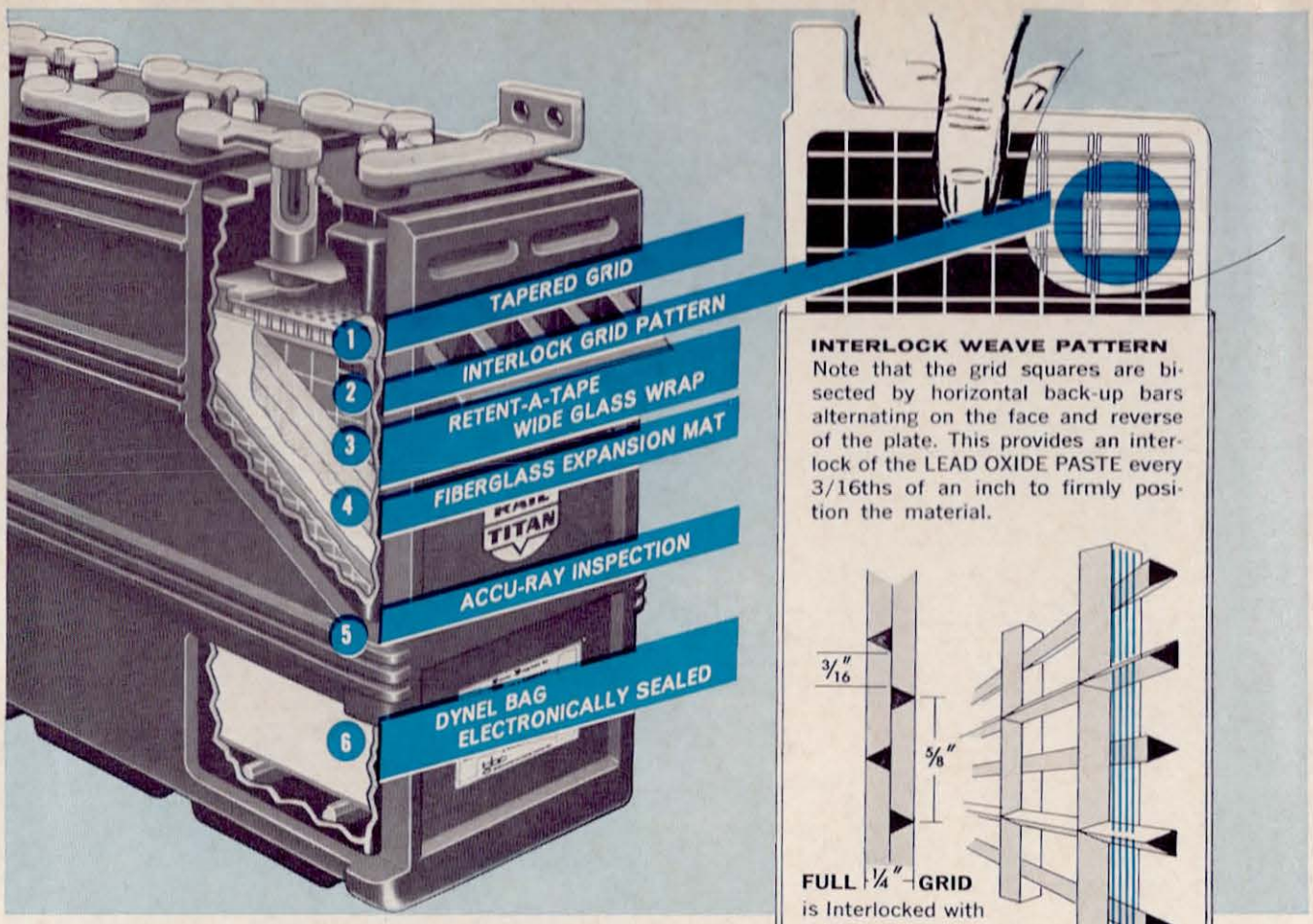
muters will be riding with comfort and safety—on schedule —for years to come.

Whatever size urban transit or railroading job you are concerned with, let it be our concern, too. The Timken Company made the first tapered roller bearing for the railroads, and we concentrated on this one outstanding design throughout our 66 years. Timken bearings have proven themselves in billions of car-miles of service. We're proud of our record of total service to the railroads. May we serve you? The Timken Roller Bearing Company, Canton, Ohio.

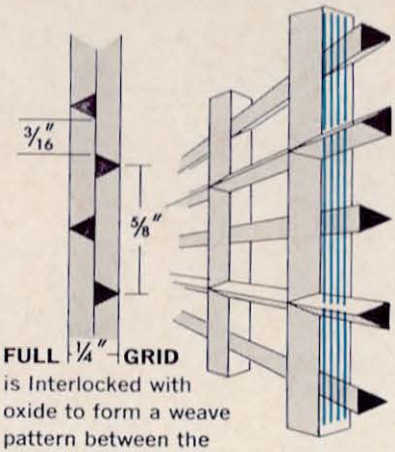
**QUALITY TURNS ON HEAVY DUTY**



**TIMKEN®**
**TAPERED ROLLER**
**BEARINGS**




**INTERLOCK WEAVE PATTERN**
Note that the grid squares are bi-sected by horizontal back-up bars alternating on the face and reverse of the plate. This provides an interlock of the LEAD OXIDE PASTE every 3/16ths of an inch to firmly position the material.




**FULL ¼" GRID**
is Interlocked with oxide to form a weave pattern between the horizontal bars.

# The INTERLOCK GRID
## and many other LIFE PROLONGING EXTRAS
## are IN THE BAG!

Rail Titan's Dynel BAG makes news because it adds another important life prolonging safeguard against shedding. Within the Bag are important Life Prolonging extras such as new INTERLOCK GRID DESIGN. This construction not only provides extra power carrying capacity . . . but it provides an important added safeguard to keep the lead oxide paste on the grid with greater resistance to shocks. ALL of the 6 important life prolonging extras IN THE BAG are fully explained by the X-Ray Charts and other data available to you through Poor & Company representatives.

B-1244C

**The RAIL TITAN BATTERY**
Newest Member of Poor & Company's Line-up of
**PRODUCTS of PROGRESS**
Please write for an X-Ray Demonstration and free brochure; address—

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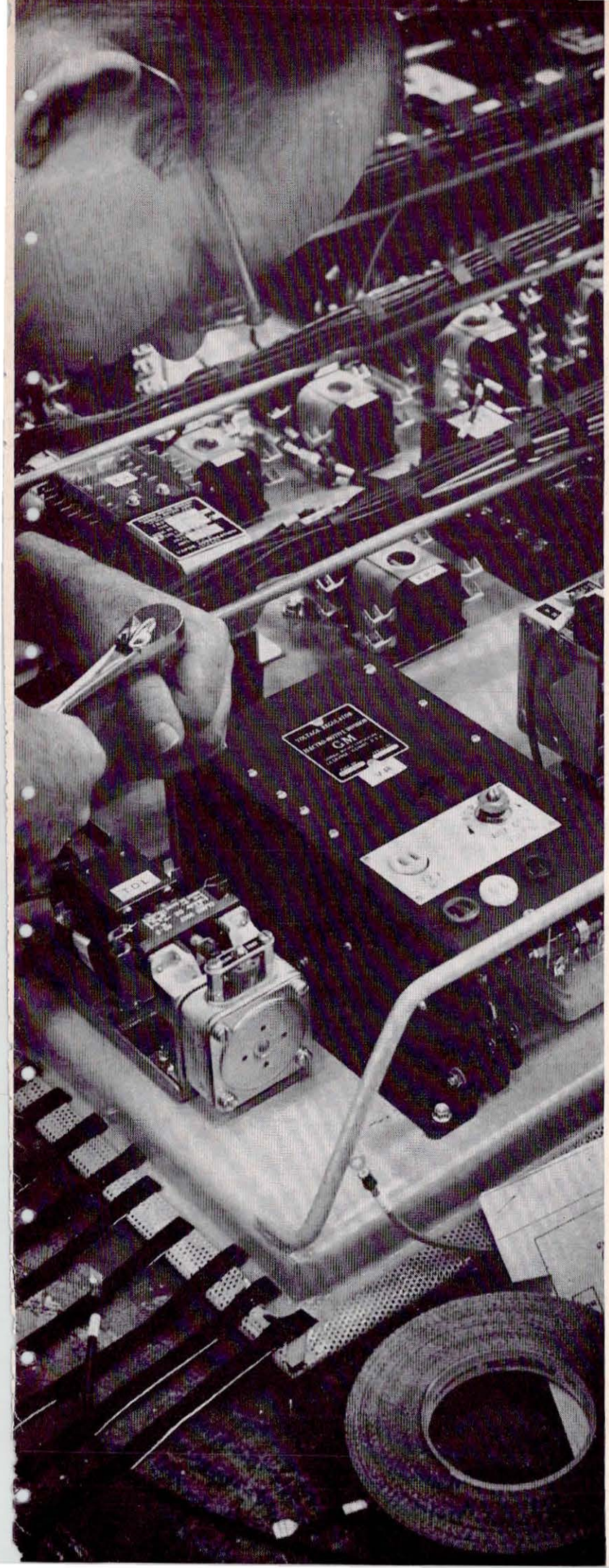
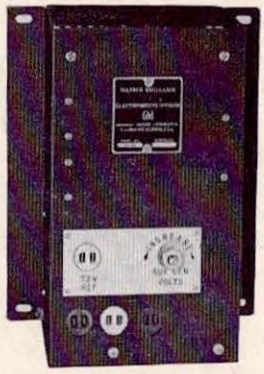
**PRODUCTS OF PROGRESS:** PEERLESS EQUIPMENT PRODUCTS: Rail Titan Batteries, Peerless Draft Gears; P. & M. PRODUCTS: IMPROVED FAIR Rail Anchors; RAIL JOINT PRODUCTS: Rajo Rail Joints, Insulated Joints, Compromise Joints, Fibre Renewal Sets; MAINTENANCE EQUIPMENT PRODUCTS: Meco Rail & Flange Lubricators, Richter Blue Flag Derails, Southworth Brush Cutters, Mack Reversible Switch Point Protectors, Meco Rail Layers.



**Electro-Motive Parts MAKE the Diesel Locomotive**



# New EMD static voltage regulator: install it and forget it

Replace your old voltage regulators with the new maintenance-free EMD static voltage regulator.

No maintenance costs. No inspection needed. This new regulator has only one moving part—a small relay used to initiate voltage during engine starting. When the engine is running, the compact regulator assumes 100% static control. No contacts to stick.

As for precision control, how's operation within tenths of a volt—even under severe conditions. Improved circuitry and newly designed components give the EMD voltage regulator capability to tolerate not only normal locomotive vibrations, but solid battery grounds and normal locomotive high pot.

Reliability? This "little black box" provides continuous operation within a $\pm 1$ volt limit during ambient temperatures ranging from $-45$ C to 100 C, auxiliary generator loads ranging from 0 to full and speeds from idle to maximum RPM.

The new EMD static voltage regulator replaces any voltage regulator applied to earlier model locomotives. No additional parts or wiring are required.

Ask your Electro-Motive representative about the long, trouble-free service life of the static voltage regulator. He'll also tell you about the 30% savings over previous models.

**ELECTRO-MOTIVE DIVISION**
**GENERAL MOTORS** · LA GRANGE, ILLINOIS
*HOME OF THE DIESEL LOCOMOTIVE*
**In Canada:** General Motors Diesel Limited, London, Ontario

EM

# UNION PACIFIC RAILROAD COMPANY

(INCLUDING ITS LEASED LINES)

SIXTY-EIGHTH ANNUAL REPORT—YEAR ENDED DECEMBER 31, 1964

TO OUR STOCKHOLDERS:

The Transportation Division Moved the largest volume of freight traffic ever handled in a peacetime year, and transportation revenues exceeded those in 1963 by a substantial margin despite an increase of $5.3 million in the amount excluded from freight revenue on trans-continental freight traffic under a ruling by the Interstate Commerce Commission. Moreover, by means of huge expenditures for transportation property improvements ($107.9 million in 1964 alone) many significant cuts in railway expenses were effected during the year through further streamlining of operating methods. However, the benefits from these causes were canceled out late in the year by the effects of nation-wide agreements with employe organizations for sharp retroactive increases in wage rates and fringe benefits.

The Natural Resources Division's income was reduced by a sizable dip in earnings from oil and gas operations—primarily a reflection of the loss of income from Union Pacific interests in Rangely field, which were sold in September, 1963. First steps have been taken for reinvestment of the net proceeds from the Rangely sale (temporarily invested in short-term securities) by initiation of several new undertakings in the field of natural resources; other projects are under consideration.

Net income for 1964 on basis of accounting prescribed by the Interstate Commerce Commission with Divisional allocations, and as adjusted to conform accounting for Federal income taxes with generally accepted accounting principles, compared with 1963, are shown below:

| Net Income | 1964 | 1963 | Increase (+) or Decrease (—) |
|---|---|---|---|
| Transportation Division | $67,788,719 | $67,224,967 | +$ 563,752 |
| Natural Resources Division | 13,840,508 | 14,633,385 | — 792,877 |
| Land Division | 290,876 | 239,374 | + 51,502 |
| Non-Divisional | 3,543,540 | 2,123,981 | + 1,419,559 |
| Total (I. C. C. basis) | $85,463,643 | $84,221,707 | +$1,241,936 |
| Adjustment-(Deferred Taxes) | (14,831,711) | (15,242,353) | — (410,642) |
| Adjusted Net Income | $70,631,932 | $68,979,354 | +$1,652,578 |

Dividends paid on common stock aggregated a $1.80 per share in 1964, equal to about 60% of adjusted net income per share after preferred dividend requirements.

In addition to the effect of the steep increase in employes' compensation on net income for 1964, further increases in wage rates will become effective in each of the years 1965 and 1966. Under these circumstances, it is of some satisfaction to be able to report that a good start was made on realization of savings under the settlement of the controversy, outlined in previous reports, regarding unneeded firemen on diesel locomotives. The net saving from this source approximated $1 million after deducting severance payments to employes of relatively short service whose jobs were eliminated. The savings should be greater in 1965 because of reduced severance payments, higher wage scales in effect, and a full year's normal "attrition" through retirements and other causes.

Two encouraging events in connection with the proposed Rock Island merger must be noted here for the record. On January 7, 1965, Rock Island stockholders approved the terms of the proposed merger, including a new basis for exchange of stock. And on March 8, 1965, the Interstate Commerce Commission authorized the Company to issue negotiable Certificates of Deposit to Rock Island stockholders who deposit their shares in accordance with terms of Union Pacific's Exchange Offer. The new merger terms are being presented to our own stockholders for action at the regular Annual Meeting on May 11, 1965.

As announced in the brief report, Mr. Arthur E. Stoddard retired from the presidency at the close of 1964, but will continue to serve the Company as a member of the Board of Directors. Mr. Stoddard started with the Union Pacific 48 years ago and was president for the last 16 years. The Board is gratefully mindful of the outstanding progress made by the Company during the period of his distinguished administration. Mr. Edd H. Bailey was elected to succeed Mr. Stoddard. Mr. Bailey has served the Union Pacific 42 years in many capacities and the Board considers the Company fortunate in having available in its ranks this well qualified, broadly experienced executive to be the new president.

The Board of Directors sincerely appreciates the cooperation and loyal support of our officers and employes during the year.

E. ROLAND HARRIMAN
*Chairman of the Board of Directors*

ROBERT A. LOVETT
*Chairman of the Executive Committee*

EDD H. BAILEY
*President*

New York, N.Y. April 30, 1965

# Passenger Market: The

**U.S. railroads are still taking a financial drubbing so far as passenger losses go—the '64 tab was $410 million. But there are faint signs here and there that the industry might be close to a turning point. On the short end of rail passenger operations—rapid transit—the future is looking better every day.**

In recent years, whenever railroad men gathered, the secret word not to mention was "passenger" train.

The once fair ladies of the high iron had done the Pygmalion legend in reverse and become less-than-respectable subjects of conversation. Passenger volume figures kept tumbling and financial losses soared to new highs. Passenger service became the gravely ill maiden aunt in the railroad family that no one talked about.

But now something is happening. Some railroaders still wince at any mention of the word "passenger," but today the business of moving people by rail is taking on a new look. Long-haul service is beginning to show some signs of stability here and there, and rail rapid transit—which promises to show astronomical growth in the remainder of this century—is bringing the word "passenger" back into the parlor.

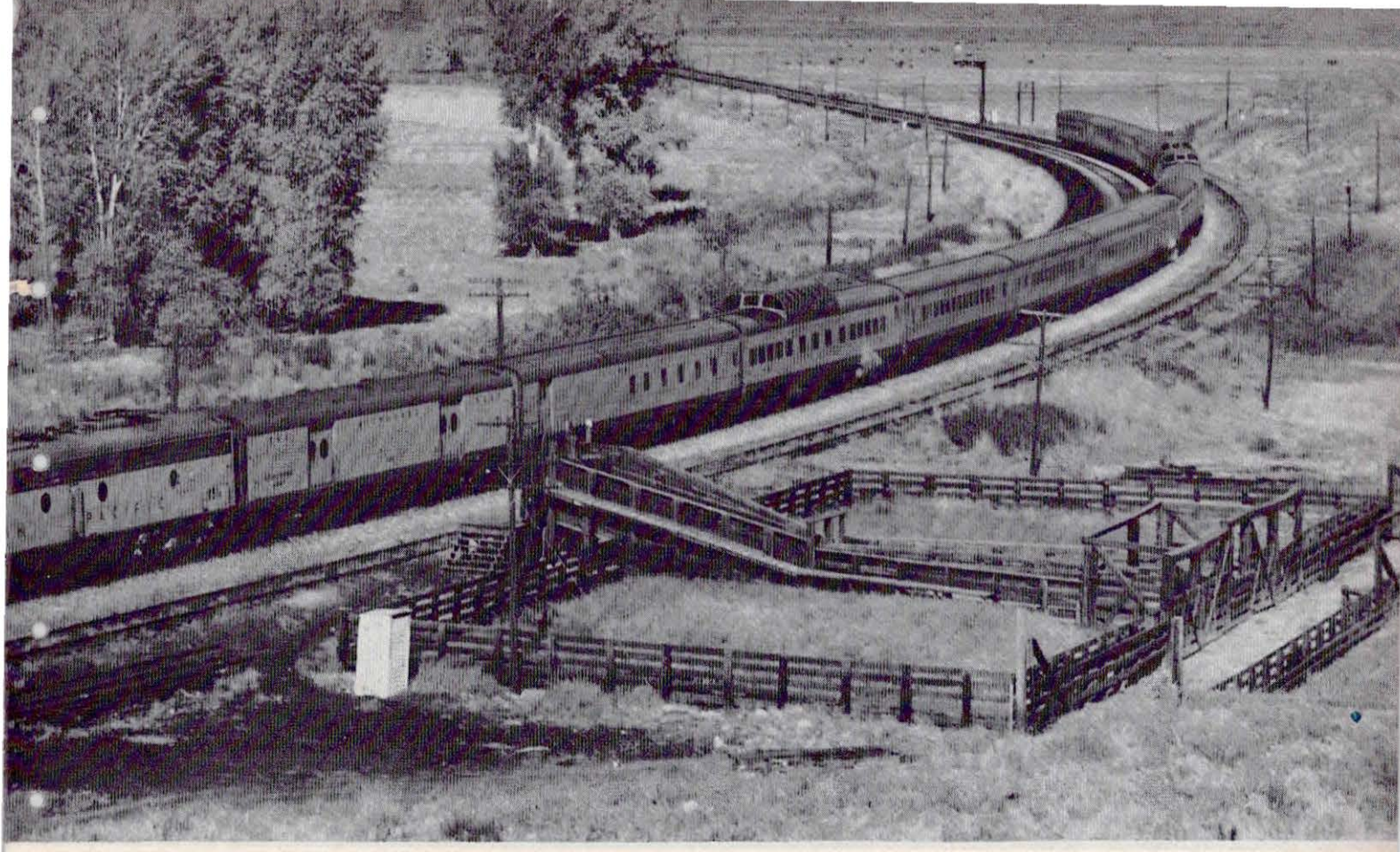
A sign of the times was drawn earlier this month by Westinghouse Air Brake President A. King McCord when he told a convention of railroad purchases and stores men:

"Mass transit must not be considered as a stepchild of railroading: it IS railroading."

● **The new look.** Beginning with the White House itself, and on down through the halls of Congress, there is a new awareness at the top of the need for saving U.S. rail passenger operations. Sen. Pell's proposal for fast train service in the Northeast Corridor (RA, Dec. 7, 1964, p. 34), passage of the 1964 Urban Mass Transportation Act, and other developments are boosting the spirits of men in the passenger field.

The experiments on various types of rail passenger equipment that got under way at San Francisco's test track last month could have far-reaching effects on all passenger train designs in the years to come. Significantly, these tests are the first rapid transit experiments to be carried out in more than half a century. The demonstrations have attracted world-wide interest.

● **Changing a red complexion.** Long-haul passenger travel isn't out of the woods by any stretch of the imagination, but it's beginning to see the light. Last year, for the first time in a decade, there was an increase in the number of passengers carried—up about 3.4 million over '63. And, also for the first time in years, there has been a drop (to below 60%) in the percentage of passenger loss to Class I railroad income. But the loss of $410



# long and . . .

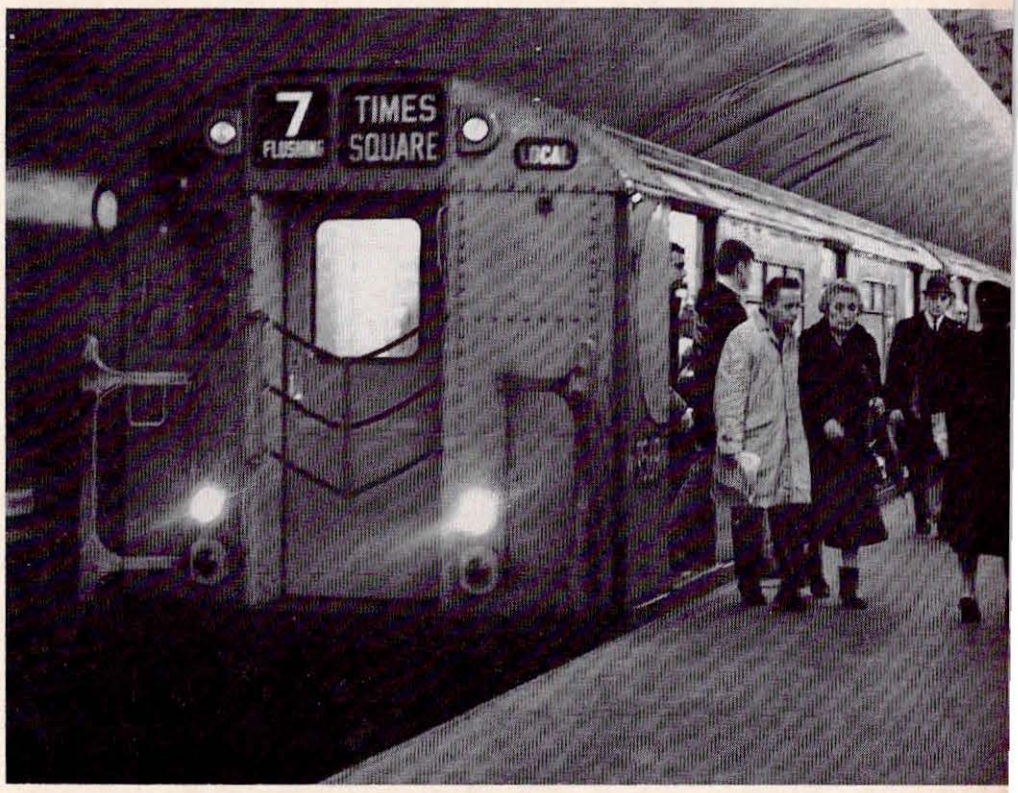
million from passenger service is still a vivid red that, hopefully, may one day fade away.

● **The booming transit scene.** While fewer passengers may be riding in the parlor and dining cars, more are piling into commuter and rapid transit cars. New car needs of rapid transit systems in the next decade promise to keep car builders' shops humming. This week's Institute of Rapid Transit annual meeting in Washington also includes an exhibit (see page 38) of some of the latest equipment in service in three of the nation's largest cities.

Importantly, say observers, long haul and short haul passenger operations are no longer at opposite ends of the railroad spectrum. Instead, they are combining forces for the job at hand: moving people.

David Q. Gaul, executive secretary of the IRT, says that 30 more cities in the United States and Canada may build rapid transit systems before the year 2000.

He points out that engineering studies have been completed or are in progress in Baltimore and Louisville, and the Canadian cities of Edmonton and Winnipeg. And rapid transit is being seriously discussed in Buffalo, Cincinnati and Newark, opening a "new era of rapid transit."




# . . . the short of it

AMERICA LOOKS AT RAPID TRANSIT p. 38

THE LONG-HAUL PICTURE:

# More riders —but red ink persists

**Railway Age's annual passenger survey turns up the perennial problems. But there are also modest grounds for optimism—especially in the first postwar upturn in patronage.**

Passenger trains in the U. S. added up to a billion-dollar paradox last year. Friends and foes alike proved to be poor prophets.

Even the most ardent advocates of passenger trains got small comfort as they scrutinized 1964 financial and operating statistics dribbling out of Interstate Commerce Commission and the Association of American Railroads last week. Most trends are downward—but the rate of decline is much slower than it has been in years.

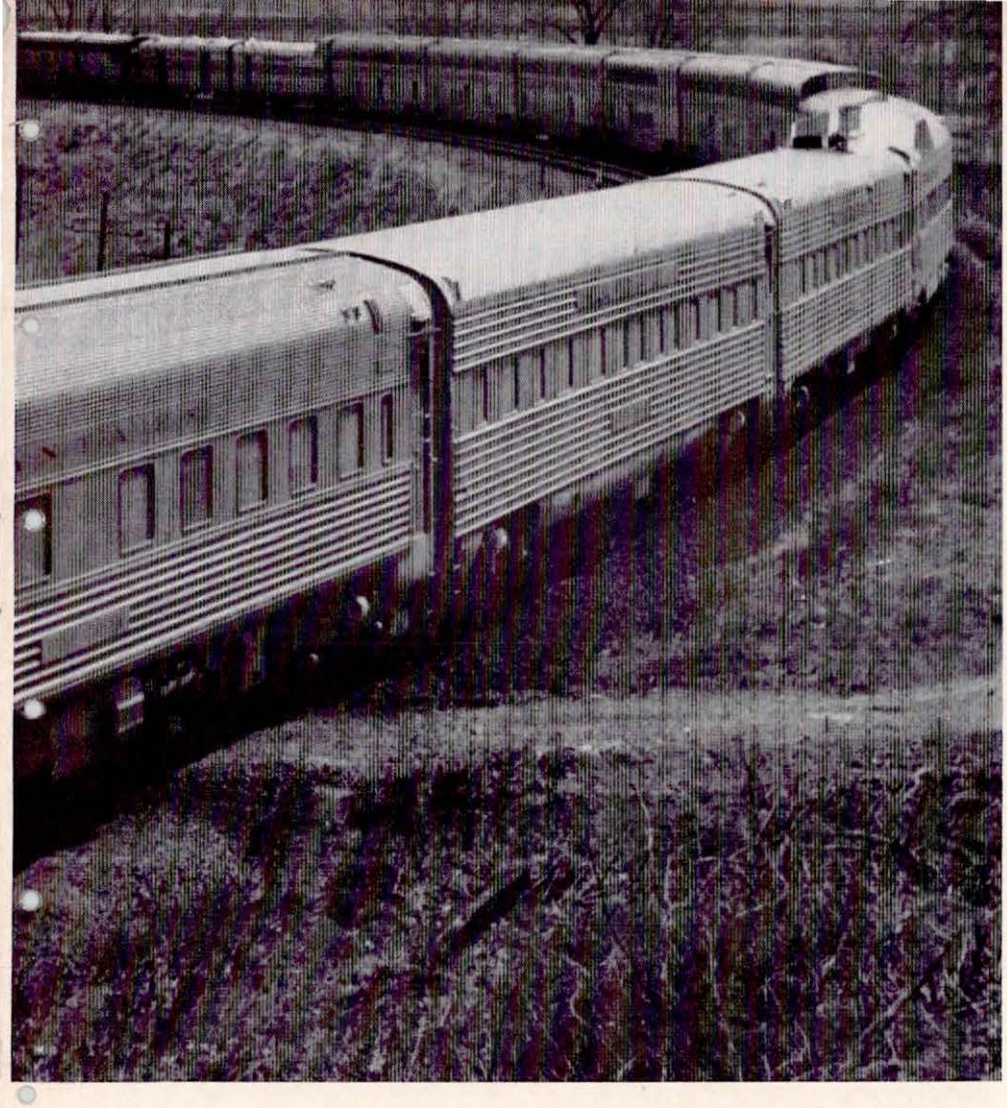
Passenger train critics, however, may be wondering if their crystal ball has clouded up. The industry, over-all, is progressively making passenger operations more efficient. Some roads report stable through-passenger service. A few roads even checked in with black-ink commuter operations. A select few actually suspect they're making money hauling passengers.

The pessimists can still point to plenty of railroads whose passenger operations lose money. Because of the steady pruning of unprofitable trains in recent years, however, there are not anywhere near as many big losers as there were ten years ago.

The optimists, on the other hand, have some facts to which they can point with pride. There was actually a small upturn in the number of passengers carried in 1964—the first upturn since the years of World War II. This was accomplished despite the fact that the rail share of the travelers handled by common carriers declined again—to below 20% for the first time.

But, however you look at it, the color was still red last year. Under the ICC's fully-allocated cost formula, the railroads' 1964 passenger-service losses will amount to about $410 million, compared to 1963's $399 million.

• **From scarlet to pink.** There were many railroads in 1964 whose passenger story was written in pink instead of the deep scarlet ink of a few years ago. Another, somewhat smaller group of railroads will privately admit that passenger operations are putting dollars in the cash box that would not be there if they ceased passenger operations entirely. Some of these roads report money ranging up to as much as $15 million "in the till" on an avoidable cost basis. A Railway Age sampling of roads with large passenger operations indicates there may be as much as $75 million in the industry cash register above and beyond the bare cost of wages, fuel, maintenance and supplies for operating passenger trains.



• **What's ahead?** Railway Age's survey of 26 major passenger-carrying railroads shows most of them are down for the first quarter of 1965—by percentages ranging up to 9%.

First quarter results, however, do not prevent passenger traffic managers from having a fairly optimistic view of what 1965's business will be like. Ten major roads predict they'll do as well as they did last year. Several more predict they'll do better. Increases ranging up to 6.5% are expected by this latter group. The balance of the PTMs predict that 1965 business will show a decline.

• **Long range view cloudy.** The outlook beyond 1965 is hazier. Seven major roads (all in the West or Southeast) feel that the long-range outlook for passenger trains is not bad at all. One top PTM in the West went so far as to describe his road's prospects as "excellent." Five other roads frankly admitted they just could not analyze long-range prospects. Fourteen railroads feel the outlook is poor or downright gloomy.

The optimistic group included several roads that have actually increased passenger train revenues in the last decade and a couple more that have pretty much operated on a plateau during the same period.

• **Pruning everywhere.** Dozens of trains were taken off in 1964 and early 1965 as railroads eliminated runs that were hopeless losers. Many trains running now will not appear in the industry's 1966 timetables.

All passenger-carrying railroads are keeping a watchful eye on revenues. The time is past when roads had to wait until a train no longer earned enough to pay crew wages and fuel before regulatory agencies would authorize discontinuance. Carriers carefully document train performance so that train-off cases can be handled swiftly.

• **Some small pluses.** For the first time in a decade there has been an upturn in passengers—313,015,000 in 1964 as against 309,622,000 in 1963. There was a rise in commutation and coach traffic and a decline in parlor and sleeping car traffic that added up to an over-all increase. Since the increase was handled by a shrinking fleet of passenger and commuter trains one must assume some increase in efficiency.

Another fact—the reduction of the percentage of passenger loss to Class I railroad net income to below 60% for the first time in many years—may take some of the heat off passenger men. Last year's 56.2% is the lowest such ratio in more than 15 years. Railroad managers are traditionally more indulgent with passenger operations (on the theory that they possess public relations value) when railroad profitability improves.

• **Equipment: The question mark.** Last year saw a continued reduction

## 1964 AT A GLANCE

| | 1964 | 1963 |
|---|---|---|
| Passenger Revenues | $577,909,950 | $ 588,104,351 |
| Mail Revenues | 329,168,837 | 338,683,850 |
| Express Revenues | 80,156,245 | 79,547,617 |
| Total | $987,235,032 | $1,006,335,818 |

# Local and state aid brightens eastern picture

in the number of cars used by railroads in passenger train consists—except for baggage, express and miscellaneous cars. Passenger-carrying cars at the end of 1964 numbered 10,900 against 11,676 at the end of 1963. Mail cars numbered 850 versus 974 at the end of 1963. Baggage, express and other cars numbered 10,273 at the end of 1964 against 9,989 such cars the year before. Pullman cars numbered 1,637 at the end of last year against 2,073 the year before. Over-all, the rail passenger carfleet numbered 23,660 at the end of 1964. The industry ended 1963 with 24,612 such cars on hand.

There were 408 new cars installed during 1964—the highest number bought by the railroads since 1955, when they bought 412. While they were mostly mail, baggage and express cars, there were some coaches and hi-level cars bought as well as a respectable number of bi-level suburban cars installed by Chicago commuter roads and some new commuter equipment in the East.

● **Equipment refurbished.** Practically all passenger-carrying railroads reported considerable rebuilding, refurbishing and heavy maintenance programs of passenger fleets in 1964—and more of them slated for this year.

New York Central, for example, acquired new commuter coaches early this year—and last year rebuilt and refurbished 114 coaches, suburban coaches, sleepers and other cars. Similar programs were reported by ACL, L&N, CB&Q, New Haven, Santa Fe, Milwaukee, NP, UP, RI, PRR, C&NW, MoPac, T&P, IC and other roads. Considerable equipment was installed last year by Santa Fe, Kansas City Southern, Union Pacific and a few other lines. Rock Island, Milwaukee and Burlington acquired new bi-level commuter cars at Chicago—reflecting a betterment in the city's commuter outlook. C&NW announced it was ordering more bi-level commuter coaches to handle its increasing traffic.

The refurbishing and rebuilding of equipment everywhere was aimed at boosting fleets with badly needed coaches and bedroom sleepers. More than a dozen roads reported conversions of roomette and sleeper equipment to coaches and the conversion of sleepers to bedroom cars.

● **Fleet ages another year.** With only 408 new cars entering the passenger car fleet in 1964, it is obvious that the 23,660 cars in the fleet pushed up the average age of equipment pretty close to a year—despite the 600 or so cars that were rebuilt or refurbished in railroad and builders' shops in 1964. With orders since 1951 averaging about 250 cars per year, the average car in the fleet has gone past the 30 year mark by quite a margin.

Some fleets, however, are relatively new. Notably, KCS, UP, C&NW, CB&Q, Milwaukee and a few others have kept replacing enough so that they have modern equipment in operation.

● **Fewer bargains.** Rail passenger operations have been kept going on cannibalized equipment and by "taking in each other's wash" for a long time now. For more than a decade railroads have shopped around for equipment from carriers that have gone out of, or reduced, passenger business—and several roads are still looking for this kind of equipment, especially coaches and bedroom sleepers. But bargains like these are getting scarce. Before too long there will be passenger-carrying roads that will have to pay the piper for failure to replenish basic equipment in passenger operations. Likely, they will be the carriers seeking to get out of the passenger business around 1970.

● **Advertising and promotion.** Railroads spent less money advertising and promoting their passenger trains in 1963 than they spent ten years ago. In 1955, out of total industry advertising expenditures of $26.8 million, passenger train operators spent $17.9 million telling people to travel by train. In 1963, railroads spent $8.5 million for passenger advertising out of total advertising expenditures of $18.5 million. Four passenger-minded railroads —Santa Fe, Union Pacific, Great Northern and Northern Pacific—spent more than half of the industry's entire passenger-advertising money in 1963.

● **Community help in the East.** One relatively-new factor in the passenger outlook is the spreading of metropolitan and regional cooperation with passenger carriers to improve the financial, tax, legal and technological conditions under which railroads operate—especially in the East. While efforts in the Midwest and Far West have been made to establish cooperative efforts for grade-crossing protection and equitable land taxation, Eastern action has gone farther:

—New York Central received 34 multiple-unit coaches under the New York State Railroad Equipment Program at a cost of nearly $6 million.

—New Haven says it is working with the Massachusetts Bay Transportation Authority in connection with a contract to operate commuter service in that area for a three-year period, with New Haven to be reimbursed for the cost of operation. "Similar discussions have been had with New York State and Connecticut covering a possible contract on the operation of the New York and Connecticut commuter services," says a New Haven spokesmen.

—Pennsylvania has contracts to maintain commuter service with the state of New Jersey, and, in Philadelphia, the Passenger Service Improvement Corporation and a similar regional group. PRR is also negotiating for the sale of the Long Island to the state of New York.

—Other roads in the East like Central of New Jersey, Erie Lackawanna, Reading, Boston & Maine and others are also either benefitting from sanity in city hall or negotiating for such help as seems appropriate for keeping commuter operations afloat.

—The Milwaukee and other Chicago roads report discussions with metropolitan Chicago and county transportation study groups regarding coordination of rail and bus service with contemplated highway construction projects and so forth—mainly in connection with commuter trains. Studies also are being made with city officials in Chicago for possible terminal consolidation.

—C&NW reports an interesting bit of cooperation between the railroad and cities along its lines. "A cooperative effort is now under way," says Hal Lenske, director of the road's commuter and passenger services, "between C&NW and cities along its Chicago-Clinton, Ia., route to stimulate ridership on the last remaining train on this line."

—Kansas City Southern's Passenger Traffic Manager S. A. Watson reports, like many of his counterparts on other midwestern and western roads, that KCS cooperates with municipalities and other agencies in grade crossing problems and in getting equitable tax treatment.

● **Little market research.** One of the oddities that showed up in Railway Age's survey of the passenger-carrying roads was the fact that few railroads have done any recent research into the nature of the nation's ballooning travel market. Ambitious market analysis programs carried out in the late forties and early fifties have not been up-dated or progressed.

Almost all roads respond to demand when it shows up—as the increasing amount of group travel indicates. Burlington, NYC and several other roads

## DISTRIBUTION OF INTERCITY PASSENGER TRAFFIC CARRIED BY COMMON CARRIERS

| Year | Total Passenger Miles-(Millions) | Railroad Share | Bus Share | Air Carrier Share | Inland Waterway Share |
|---|---|---|---|---|---|
| 1955 | 78,693 | 36.5% | 32.4% | 28.9% | 2.2% |
| 1956 | 81,182 | 35.2% | 31.0% | 31.5% | 2.3% |
| 1957 | 77,764 | 33.7% | 27.6% | 36.2% | 2.5% |
| 1958 | 74,956 | 31.5% | 27.7% | 38.0% | 2.8% |
| 1959 | 77,329 | 29.0% | 26.3% | 42.1% | 2.6% |
| 1960 | 78,116 | 27.6% | 25.5% | 43.5% | 3.4% |
| 1961 | 77,174 | 26.6% | 25.5% | 44.9% | 3.0% |
| 1962 | 81,687 | 24.7% | 26.1% | 45.9% | 3.3% |
| 1963 | 86,077 | 21.6% | 25.5% | 49.7% | 3.2% |
| 1964* | 93,400 | 19.7% | 24.3% | 53.0% | 3.0% |

*Estimated

## PASSENGER-SERVICE DEFICIT ROSE IN '64 . . .

| | Passenger Operating Revenues | Passenger Operating Expenses | Passenger Operating Ratio | Passenger Income |
|---|---|---|---|---|
| 1955 | 1,266,828,000 | 1,743,097,000 | 137.6% | Def. 636,693,000 |
| 1956 | 1,282,391,000 | 1,803,809,000 | 140.6% | " 696,938,000 |
| 1957 | 1,238,124,000 | 1,788,030,000 | 144.4% | " 723,670,000 |
| 1958 | 1,202,031,000 | 1,641,121,000 | 136.5% | " 610,424,000 |
| 1959 | 1,202,914,000 | 1,570,995,000 | 130.6% | " 543,820,000 |
| 1960 | 1,176,335,000 | 1,489,536,000 | 126.6% | " 485,170,000 |
| 1961 | 1,152,749,000 | 1,404,563,000 | 121.8% | " 408,208,000 |
| 1962 | 1,148,883,000 | 1,394,454,000 | 121.4% | " 394,277,000 |
| 1963 | 1,106,760,000 | 1,365,184,000 | 123.3% | " 398,875,000 |
| 1964* | 1,090,000,000 | 1,365,000,000 | 125.2% | " 410,000,000 |

*1964 figures are estimates

## . . . BUT ITS RATIO TO NET INCOME DROPPED

| | Class I Net Income (Million Dollars) | ICC Passenger Losses ICC Formula (Million Dollars) | Percentage of Passenger Losses to Class I Net |
|---|---|---|---|
| 1955 | 927.1 | 637 | 68.7 |
| 1956 | 876.3 | 697 | 79.5 |
| 1957 | 737.4 | 724 | 98.2 |
| 1958 | 601.7 | 610 | 101.5 |
| 1959 | 577.7 | 544 | 94.3 |
| 1960 | 444.6 | 485 | 109.2 |
| 1961 | 382.4 | 408 | 106.8 |
| 1962 | 571.0 | 394 | 69.0 |
| 1963 | 651.5 | 399 | 61.3 |
| 1964 | 730.0 | 410 | 56.2 |

report fine results with what Burlington's General Passenger Traffic Manager Bill Burke calls "experimental all-expense tours ranging from one-day to ten-day tours." Also, notes Burke, "Economy vacation packages are proving to be very popular." He says that his road's special group passengers increased 10% (more than 201,000 passengers) last year. He expects to add several such new tours this year.

C&O, New Haven, PRR, B&O, NYC, and roads in the Southeast and Midwest report an upswing in special group travel because of the New York World's Fair last year and expect a similar rise this year.

● **Santa Fe listens to customers.** Information and comment gathered from passengers by agents, crews, traveling passenger agents, questionnaires, letters and other sources is carefully studied by Santa Fe's top passenger officers.

"Passenger opinion, for example, guided our thinking in developing such equipment as the Hi-Level cars for transcontinental service," said a Santa Fe spokesman. "Information developed from our many sources resulted in many innovations designed to attract more customers and improve the comfort of rail travel. Introduction of dining club meal books, and winter excursion fares was based partly on surveys indicating need. . ."

Illinois Central's PTM H. J. Biesterfeldt reported: "Our research indicates that there are two opportunities for developing a profitable rail passenger market. One, where there is potential traffic in significant volume to support fine passenger service profitably. Our streamliners, with their luxurious appointments and fast schedules, coupled with vigorous salesmanship, continue to hold regular patrons and attract new customers. The second opportunity, as we see it, involves large movements in irregular patterns, to conventions, sports events and so forth. These groups are organized and serviced by our passenger sales force."

SAL's GPTM J. R. Getty did some digging into the nature of his road's market and found that ACL's passengers are of all ages and travel for both business and pleasure. "Average travel per passenger on our line is more than 500 miles," he notes, and "good rail travel is particularly appealing to women and families."

● **Tinkering with fares.** But the most widespread work is being done with fare reductions of one kind or another. NP and GN tinkered with fares and reduced prices of service at many locations last year—and report some modest success. Milwaukee reported not-too-successful fare reductions and experiments in the early sixties.

Practically all roads are watching the Canadian National's Red, White and Blue plan and the B&O's Red Circle plan with great interest. Several top passenger officers regard both plans skeptically. Notes one, "You have got to get a 35% to 45% increase in passengers to break even in dollars when you go to that kind of scheme."

● **Other research.** Milwaukee reports an interesting bit of research in 1964. PTM C. C. Dilley said his road surveyed Pullman passengers buying one-way tickets to determine how many were returning by air. "Approximately 50% of them were using air in one direction."

One of the potentially most valuable bits of market research done by railroads in recent months about the nature of people who travel on trains was a report made for the Baltimore & Ohio by Marcus Zanow of Madison, Wis. Some 2,400 passengers on 18 B&O trains were interviewed in depth. The findings:

—B&O coach trains carried more women than men. But the ratio was

# B&O plans to announce soon an experiment with

reversed in Pullman cars.

—B&O carried more passengers over 55 and more people in the 18-24 age group than can be observed in the general U. S. traveling population. There was an under-representation of passengers in the 25-44 age group.

—B&O revenue passengers come from all income groups, but only the highest income group (over $10,000) was over-represented.

—Business and convention travel does not account for more than 20% of all B&O passengers. However, 48.4% of Pullman passengers were traveling on business or to conventions.

—Comfort and price were the most frequently cited reasons for choosing the train.

—Some 47% of B&O's passengers were traveling in parties of two or more.

—A surprisingly large number of passengers did not own automobiles. More than 51% of those who did not own a car were 24 years or older.

—B&O's passengers disliked the bus most and the train the least of all transportation modes.

—Three times out of four, B&O's passengers lived within a standard metropolitan statistical area—indicating the essentially big city origin of much of railroad passenger business.

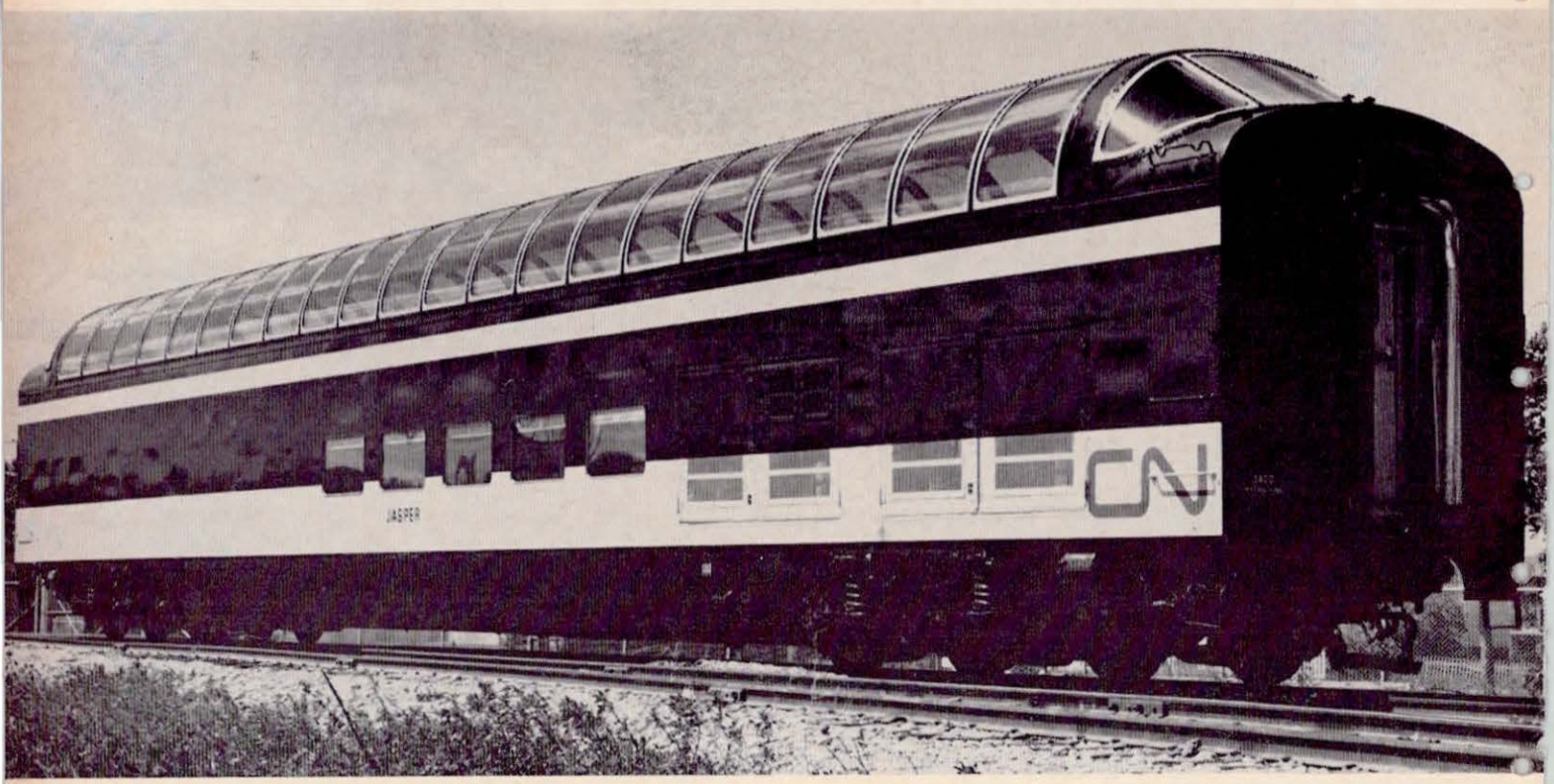
• **What does it mean?** B&O's Paul Reistrup, director of passenger services, who is giving B&O's ailing passenger business some strong medicine (and reducing his road's deficits handsomely though not altogether) says the data assembled should suggest some directions for action—and additional investigation. Soon to be announced on B&O is an experiment with variable pricing—30-day round-trip fares at 150% of one-way during busy periods and 133% during light travel periods.

Passenger men find it difficult to be anything but pessimistic about the future of passenger trains—except on routes with highly developed traffic over medium distances where even jet aircraft can't very well improve too much on terminal-to-terminal time.

The PTMs know that every day that goes by sees the subtraction of huge amounts of money from the equipment and plant upon which the business operates. Except for a few roads mainly in the West (who have kept everlastingly at the expensive chore of passenger fleet modernization) railroads would be faced with the need for staggering expenditures if any upturn in the passenger business suddenly materialized. Chances are, few of them would be willing to commit capital toward this kind of iffy investment—and would let present capacity leach out until they can no longer stay in the business.

There are some pluses. While losses are still appalling, they are nowhere near so severe as they were a decade ago. A steady pruning of the worst losers has resulted in a prevalence of profitable trains operating on trunk lines for the first time in many years. Chances are that continued elimination of unprofitable trains (both long-haul and commutation) will reduce the pressure of losses even more in the next year or two.

Apparent stabilization of mail and express revenues for the past several years (despite the reduced number of train-miles from year to year) plus some small improvement in dining car ratios may combine with an increasing amount of group travel to amplify the




## CN formula: Good equipment, incentive fares

Canadian National is seeking to shore up its passenger business with its "Red, White and Blue" incentive-fare plan, and a refurbishing program involving 700 pieces of equipment. Above, "Sceneramic" car used on "Panorama" and "Super Continental."

profitability of the trains that will be left.

It is at least possible that the railroad brotherhoods may change their position and begin to experiment with rules in an effort to jack up the productivity of the men assigned to passenger train operation and maintenance. At least two cases of such cooperative action directed at saving a train have already occurred. Productivity of workers in the passenger end of the business lags far behind the increase in productivity claimed by employees in the freight end of railroad work.

● **What is needed.** It takes no great imagination to foresee the renaissance of the railroads' passenger business. With demographers everywhere charting dense population corridors in 25 years that will contain hundreds of millions of people and cover hundreds of square miles, it takes no crystal ball to see that long-haul passenger service will experience a revival similar to that which is transforming intra-city travel via rapid transit. The critical question is: How soon?

Here is what top rail passenger traffic officers think is needed—if the trains are to survive long enough to have a renaissance:

—Losing service must be dealt with in the same fashion as it is in other industries. Managers must be able to direct their efforts at profit—not toward minimizing losses.

—Work rules must be streamlined to allow efficient and productive use of expensive manpower. Modernization of craft provisions that require workers from 20 or more organizations to maintain equipment is a must—plus the right to contract out such work when the size of the business is such that individual roads cannot economically maintain passenger equipment shops.

—New, economic equipment must be developed to head off the ruinous downward spiral that railroads have gotten into by maintaining old equipment. (One railroad man concedes that a new coach would require one-sixth the yearly maintenance that his present coaches require, but says his management just will not hear of spending the money. "And who can blame them?" he shrugs.) This new equipment, notes another GPTM, needs not only to fit market requirements for luxury and comfort, but also must fit practically all railroads' needs. One builder claims that more than $100 million of the capital invested in passenger equipment by railroads in the years directly after World War II was spent for the preservation of individual railroad taste in equipment specifications and configurations.

—Serious thought and planning must be given to pool operations for passenger services and equipment. Mergers will help—but even more action in this area will be required. A quasi-independent passenger train operation—like Railway Express when it became an independent agency free to pursue betterment wherever it could be found—might very well be able to innovate and promote the trains toward better days. As the fleet gets older, such action may very well be necessary for railroads to operate at all.

● **A tall order.** It is not likely that this course of action recommended by the experts will come off. Most likely, railroads will not be able to agree on a course of action until it is too late to save the present generation of passenger trains. Unless, perhaps, the experimenting that is going to take place under government auspices in the Boston-Washington corridor produces a technology that will enable railroads to get together for a kind of holding action in the passenger area. This might enable the carriers to wait out the denser population and changing travel patterns some experts think will ultimately make the passenger business bigger than it has ever been. ■

## REVENUE PASSENGER TRAFFIC

Revenue Passengers Carried (In Thousands)

| | Commutation | Coach | Parlor and Sleeping Car | Total |
|---|---|---|---|---|
| 1955 | 247,758 | 166,936 | 16,681 | 431,998 |
| 1956 | 297,061 | 165,203 | 16,256 | 428,509 |
| 1957 | 249,142 | 148,741 | 13,295 | 411,172 |
| 1958 | 239,067 | 129,237 | 10,600 | 380,339 |
| 1959 | 222,485 | 120,654 | 9,170 | 352,326 |
| 1960 | 203,007 | 114,210 | 8,459 | 325,871 |
| 1961 | 198,370 | 110,721 | 7,379 | 317,023 |
| 1962 | 194,506 | 110,261 | 6,929 | 311,737 |
| 1963 | 195,080 | 108,803 | 5,718 | 309,622 |
| 1964* | 198,229 | 109,623 | 5,163 | 313,015 |

*Preliminary Figures

## REVENUE PASSENGER MILES (Millions)

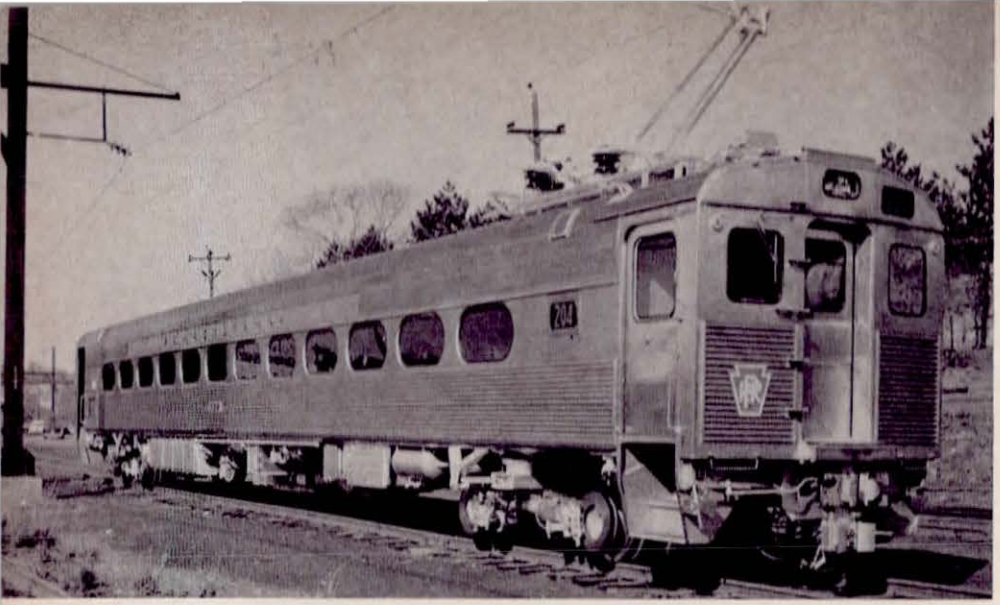
| Year | Commutation | Coaches | Parlor and Sleeping Cars | Total |
|---|---|---|---|---|
| 1955 | 4,776 | 17,307 | 6,440 | 28,525 |
| 1956 | 4,841 | 17,073 | 6,274 | 28,184 |
| 1957 | 4,900 | 15,803 | 5,185 | 25,884 |
| 1958 | 4,775 | 14,224 | 4,249 | 23,268 |
| 1959 | 4,549 | 13,703 | 3,798 | 22,047 |
| 1960 | 4,197 | 13,421 | 3,642 | 21,257 |
| 1961 | 4,132 | 12,892 | 3,261 | 20,283 |
| 1962 | 4,046 | 12,756 | 3,102 | 19,902 |
| 1963 | 4,100 | 11,785 | 2,610 | 18,493 |
| 1964* | 4,199 | 11,632 | 2,416 | 18,247 |

*Preliminary

## REVENUE PER PASSENGER MILE (Cents)

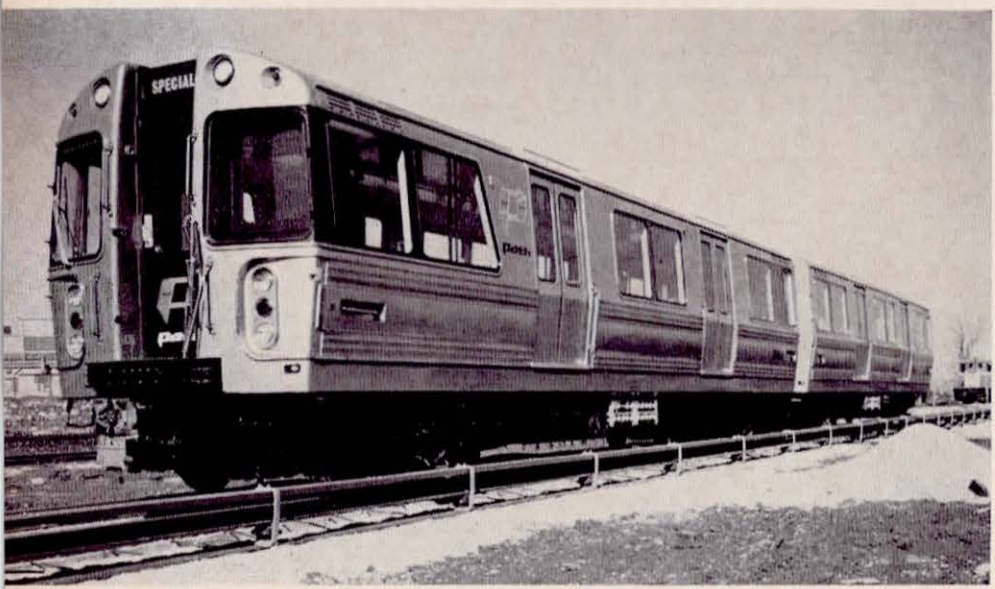
| Year | Commutation | Coaches | Parlor and Sleeping Cars | Total |
|---|---|---|---|---|
| 1955 | 2.12 | 2.47 | 3.31 | 2.604 |
| 1956 | 2.21 | 2.56 | 3.39 | 2.684 |
| 1957 | 2.37 | 2.71 | 3.68 | 2.839 |
| 1958 | 2.59 | 2.76 | 3.75 | 2.900 |
| 1959 | 2.75 | 2.77 | 3.84 | 2.951 |
| 1960 | 2.92 | 2.80 | 3.88 | 3.011 |
| 1961 | 3.07 | 2.86 | 3.96 | 3.011 |
| 1962 | 3.13 | 2.89 | 3.97 | 3.079 |
| 1963 | 3.17 | 3.00 | 4.00 | 3.179 |
| 1964* | 3.20 | 3.00 | 3.91 | 3.166 |

*Preliminary



**Budd's PSIC car**

High-performance stainless-steel commuter cars, built by the Budd Co., are playing a key role in Philadelphia's successful back-to-the-rails mass-transport program.



**GSI's PATH car**

New Jersey-New York transit service will soon be operated with air-conditioned aluminum cars being delivered by General Steel Industries, St. Louis Car Division.

**Pullman's CTA car**

Chicago Transit Authority's aluminum-and-steel cars, built by Pullman-Standard, are the first fully air-conditioned models for frequent-stop city transit service.

# America looks at rapid transit

**Institute for Rapid Transit meets in nation's capital in conjunction with an exhibition of modern transit-commuter equipment.**

Travelers passing through Washington's Union Terminal this week might feel that there's something about the place that reminds them of New York . . . or Chicago . . . or Philadelphia. And they'll be right in all three cases.

Sitting out on the tracks will be a smart exhibit of modern, air-conditioned rapid transit and commuter cars from the three cities. All spruced up and shining, they'll be there, says the Institute for Rapid Transit, "to focus nation-wide attention on the urgent need for balanced transportation in our nation's traffic-choked cities."

The unusual exhibit is being held in conjunction with the IRT's annual meeting in the capital, centering on the theme "America Looks at Rapid Transit." The sessions are expected to attract transit experts from throughout the world, government officials and members of Congress.

"The cars," says IRT President Walter J. McCarter, "dramatically il-

lustrate the progress that is being made by enlightened communities in providing attractive rapid transit service for their citizens." McCarter, who has been described as "Chicago's evangelist of rapid transit," is former head of that city's transit authority. He has just been named by President Johnson to run the National Capital Transportation Agency, the body charged with developing a rapid transit system for Washington (see page 45).

● **Eye on Washington.** A prime aim of the IRT program is to draw national attention to the rapid transit system proposed for the capital. Transit men believe a rapid transit network in Washington would fill a great transportation need in the traffic-congested region, and at the same time serve as a model.

● **Transit on the move.** Delegates going to Washington this week should be able to compare some optimistic notes over the outlook for their industry. Since they last got together there have been some significant developments in the field. Among them: passage of the Urban Mass Transportation Act, the result of a growing awareness by governmental groups at various levels of the need for rapid transit; opening of San Francisco's test track, where the latest transit equipment will be tested and the results made available to other cities planning systems; and the unveiling of rapid transit plans by a number of cities—including Los Angeles' 160-mile network (page 40).

Rail industry suppliers are hopefully looking forward to a growing rapid transit market. Estimates are that up to $10 billion will be spent on transit systems in the next 10 years. About $1 billion will probably be spent on new cars. The Institute for Rapid Transit estimates that during the 10-year period, 5,300 new transit cars will be needed for transit operations in the U.S. and Canada.

Says Budd Company President E. G. Budd, Jr.: "I think the transit market —plus the market for railroad commuter equipment—could be one of the big industrial stimulants of the coming decade."

Earlier this month, WABCO President A. King McCord stated:

"The present consensus among knowledgeable people is that ten billion dollars will be expended in the next ten years by government authorities, federal and local, for new and expanded transit systems. Of this amount, 10%, or $1 billion, will be spent for engineering." He said that this amount does not include funds spent for rapid transit engineering studies by private business and educational institutions. Government or public spending for engineering, he said, is already more than $400 million.

Before the end of this century, it's predicted that 30 more U.S. and Canadian cities will be working on rapid transit systems. David Q. Gaul, executive secretary of the IRT, said construction of rapid transit will become mandatory in more and more urban areas because of inevitable population increases.

● **Activity around the U.S.** In the last year alone, more than a dozen cities have announced plans for new systems, modernization of older ones, or additions to existing lines.

Los Angeles (page 40), Washington (page 45) and Atlanta (page 46) are making progress with rail rapid transit systems for their respective areas.

In Philadelphia, voters on Nov. 3 approved, by a 63% majority, an $87 million bond issue for extensions to the Broad Street subway.

Just last month, Chicago's city council approved a resolution authorizing Mayor Richard C. Daley to seek a $1.5 million federal loan to finance a study of the city's transportation needs. Among the city's priority transportation projects: removal of the Loop elevated structure and construction of a subway circling the downtown area to link Union, Northwestern and Illinois Central stations ($150 million); extension of rapid transit service to the median strip of Kennedy Expressway ($45 million); and extension of present elevated service—to cost about $6 million. The study would also determine the cost of installing rapid transit tracks in the median strip of the Dan Ryan Expressway, and the cost of installing automatic train control signals throughout Chicago's entire rapid transit system.

In Cleveland, the rapid transit system celebrated its 10th birthday in March. The Cleveland Transit Board has submitted an application to the Federal Housing and Home Finance Agency for a grant of $8 million to extend the transit system to the airport. The remaining cost of the $13.2 million project would be available through county and city bonds for bridges and parking lots.

One of the newest mass transportation bodies on the scene is the Massachusetts Bay Transportation Authority, which won't celebrate its first birthday until Aug. 4. MBTA, made up of 78 cities and towns in the Boston metropolitan area, is involved in both rapid transit and commuter railroad service. This summer, it will unveil its master plan for the region.

New York City, meanwhile, is moving ahead on plans for a tunnel to Queens. It has received approval of the Board of Estimate for a $30 million tunnel under the East River between Manhattan and Queens. Also under way is work on a $100 million complex of new lines designed to beef up the system's carrying capacity between Brooklyn and midtown Manhattan.

● **North of the border.** Rapid transit is of increasing concern in several burgeoning Canadian cities. Toronto, with a metropolitan population approaching two million, opened its first subway in 1954. The present 6½-mile operation will be more than tripled in length by 1967 when two additional extensions will be in full service.

Already an additional 18 miles are under study. Transportation, along with the traditional municipal services, is recognized as a metropolitan regional responsibility. A substantial portion of the $300-million cost of the current Toronto line extensions is being covered by regional and provincial financing and subsidies.

Montreal, Canada's largest city, is going ahead steadily with its 15-mile subway which will be a copy of a portion of the Paris, France, system involving cars having both rubber tires and steel wheels. Scheduled for opening ahead of the 1967 World's Fair in Montreal, this new Metro is to represent an investment approaching $300 million. Transportation on the World's Fair grounds will be provided by a separate conventional rapid transit line, a demonstration which will underscore the capabilities of the conventional two-rail steel-wheel system.

Other Canadian cities which are candidates for rapid transit are Winnipeg, Edmonton and Vancouver. Edmonton has moved further than the other two in projecting future transit lines. ■

## Transit Car Requirements 1964-1974*

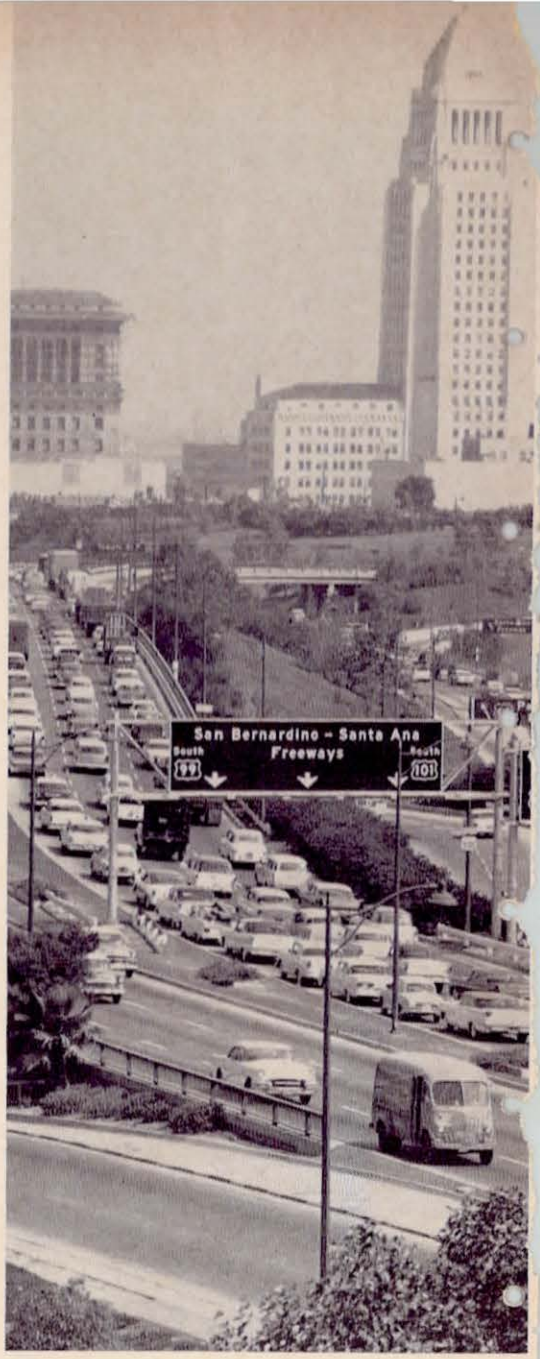
10-year total—5,300 cars
Chicago Transit Authority 530
Cleveland Transit System 114
Boston Metropolitan Transit Authority 396
New York City Transit Authority 1,968
Philadelphia Transportation Co. 215
New York Port Authority Trans-Hudson Corp. 100
San Francisco BARTD 420
Toronto Transit Commission 328
Montreal Transportation Commission 369
Delaware River Port Authority 142
Atlanta Region Metropolitan Planning Commission 186
Los Angeles Metropolitan Transit Authority 275
National Capital Transportation Agency 200
Pittsburgh Area Transportation Study 80

*An independent survey by the Institute for Rapid Transit

RAPID TRANSIT

# Los Angeles wants a transport choice

**Freeways alone haven't been able to do the moving job in fast-growing Southern California, so rapid transit is on the way.**




Ever since the California gold rush of '49 when prospectors with bulging saddle bags began drifting south looking for a place to spend their money, Los Angeles has never suffered from a lack of population growth. Just before the Civil War about 11,000 people lived there. Since that time, the city has been the last stop for a steady stream of covered wagons, stage coaches, trains, autos and planes, until today some 6.5 million people call Los Angeles home.

The population of Los Angeles County—added to every month by the arrival of 10,000 newcomers—is spread out over 4,383 square miles of what was once virtual desert. Since 1954, the automobile population has grown at about the same pace as the human population. The area has never, in 100 years, failed to grow faster than the nation as a whole.

One hundred years ago the big transportation problem involved accessibility—the task of moving people into areas with poor roads or no roads at all. Today, the big transportation problem still involves accessibility. The roads are there—thousands of miles of freeways alone—but trying to move over them at rush hour can seem as arduous as a cross-country wagon trek.

While only 3% of the state' land area is centered in Los Angeles, Orange and Ventura Counties, the counties account for 40% of California's population and 40% of its motor vehicle registrations. With an expected population surge from the present 8 million to 12 million by 1980, the importance of region-wide accessibility becomes even clearer.

• **A high-horsepower culture.** Today's pedestrian in Los Angeles really has to watch his step. Each day, 14 million vehicles dart about from one place to another, with 82% of the working force going to their jobs by car. In Los Angeles, 83% of the families own one or more cars, compared with 33% in New York. The region's residents are probably the most automobile-oriented people on earth, with day-to-day life geared to services ranging from drive-in banks to drive-in churches. Estimates are that by 1980, 2% of the California land mass will be taken up by freeways, streets, parking lots and other auto-related facilities.

Californians are both proud and highly critical of their freeways. They'll point out that the Pasadena Freeway, opened in 1940, was the first in the West. But they'll fume on the way home when bumper-to-bumper traffic makes the trip to Pasadena take about as long as one by stagecoach 100 years ago.

Meanwhile, freeway building goes on. In 1959 the State Legislature authorized a state-wide freeway program of 12,414 miles to be made operational by 1980. Much of the system is already completed, under way, or planned for construction in the next several years. It will lace the state like a concrete corset.

• **Isn't there another way?** As more freeways are built, more cars suddenly roar into view to clog them. The frustrating dilemma isn't new, it's been troubling California transportation planners since shortly after the Pasadena Freeway opened. Even then, those concerned with the area's development were becoming concerned about balancing the transportation system. But their voices were usually lost in the din of growing automobile traffic as all efforts were turned to laying still more roads and paving more parking lots to meet the automotive explosion.

In 1950, however, a panel of university presidents was commissioned to make a study of Southern California's rapid transit needs by a worried Los Angeles County Board of Supervisors. The educators were backed in their efforts by local legislators and community leaders, and, in 1951, their recommendations resulted in the State Legislature setting up the Los Angeles Metropolitan Transit Authority. MTA, however, while it had the will, didn't have the way to get the trains running. With limited funds, it existed in virtual anonymity as a rapid transit planning agency. It was described by one of its officials as "all sail and no ship."

It wasn't until 1958 that MTA in reality became a going public transit agency. In that year, it took over three private bus and streetcar lines. It was then, too, that some serious planning on rapid transit got under way.

• **Back at the drawing board.** In 1958-59, MTA came up with a rapid transit plan that outlined 12 travel corridors, giving priority to four basic routes. After numerous community conferences, a 64-mile system was sketched out. Its price tag was $649 million.

At this point, MTA had gone about as far as it could go. Financing the proposed system proved to be the major stumbling block, because the legislation that had created MTA limited financing to revenue bonds only; also the body didn't have all-important

# Rapid way out of a traffic jam

Automobile-oriented Los Angeles, left, will get a new dimension in transportation in the proposed 160-mile Southern California Rapid Transit District system, above. Transit officials are seeking authority from the state legislature to go to the people for a vote on a 1% "in lieu" tax on auto registrations to back up $300 million in bonds. The funds would finance the first phase of the $2 billion project—a high-priority line between West Los Angeles and El Monte, and between Long Beach and the San Fernando Valley. If financing can be arranged soon, construction of the first phase cou'd begin early next year. The entire system might take up to 20 years to complete.

eminent domain rights. MTA then turned to developing what transit it could, creating a system of "Freeway Flyers"—express buses that operate over freeways. But service here was—and is—at the mercy of traffic congestion.

● **Creating the new image.** Proponents of rapid transit in Southern California were painfully aware of MTA's limitations and had been working behind the scenes to do something about the situation. Leader of the "underground" was a young state senator from Los Angeles County, Thomas M. Rees. Marshalling support in Sacramento, he put across a bill in 1964 that created the Southern California Rapid Transit District.

SCRTD, made up of the City of Los Angeles and 75 surrounding communities, at last had the same quality an ad used to proclaim for a famous beer: "some authority to it." It was born with the power of eminent domain, and is authorized to issue voter-approved (60% majority) bonds.

As opposed to MTA, SCRTD has a local flavor to it. While created in Sacramento, its membership is made up of 11 non-salaried civic leaders who live in Los Angeles County. One is Harry A. Faull, mayor of Pomona, who was named District president. Another is Dr. Norman Topping, president of big, influential University of Southern California.

Five members were named by the Los Angeles County Board of Supervisors, two by the City of Los Angeles, and four by a City Selection Committee composed of a representative from each of the 75 outlying communities.

When the old MTA was merged with SCRTD last fall, the new transit body assumed all of the assets (including $2 million worth of rapid transit engineering plans and 1,500 buses) and all of the liabilities (the balance of a $40 million loan made to buy the bus lines in 1958).

● **Unveiling the Master Plan.** "In the last 25 to 30 years," commented one frustrated Los Angeles rapid transit supporter, "we've had 25 to 30 rapid transit plans proposed. And still nothing."

SCRTD hopes to change all that in the next few years. In March it passed out maps to civic and business leaders showing just what it has in mind for a rapid transit system. The over-all network would cost some $2 billion and might take up to 20 years to build. Initially, about $300 million would be spent to construct an East-West line from West Los Angeles to El Monte.

Basically, the new system follows the routes outlined in the MTA plans. It includes 160 miles of rail, complemented by a 50-route bus network. All 76 communities in the District would be linked by the eight high-speed (see map) transit arteries and feeder bus lines.

Envisioned is a super system of air-conditioned, electrically-propelled "transit capsules" moving on subway, surface and overhead routes. The estimate is that the trains would travel at 40% faster speeds than the peak-hour driving average. The most advanced designs would be incorporated in the system to provide speeds of up to 70 mph, with service every 90 seconds during peak periods. About 30,000 persons could be moved in each direction every hour.

Engineers from SCRTD are frequent visitors to Los Angeles' sister city to the north, San Francisco, to see what's going on at the Bay Area Rapid Transit District's demonstration project. Many of BARTD's designs will very likely be used in the Los Angeles system.

● **The routes: which way, and when?** The priority line that will see the power shovels and bulldozers first is the segment from West Los Angeles to downtown, and east to El Monte. This phase calls for construction of 23 miles of lines—12 miles of which would be in the heavily-traveled West Los Angeles-downtown corridor. The line from Long Beach to Hollywood and to the West San Fernando Valley would get attention next.

The eight major rapid transit arteries will stretch from Santa Monica to Pomona, from Long Beach to the West, Central and East portions of the San Fernando Valley, to Pasadena, to the South Bay, and to the far Southeast near the Orange County line. Express buses operating over the freeways in the outlying areas would bring passengers into the rail terminals.

A big challenge for SCRTD is

# *Every pound saved is worth $2...and Reynolds*

Dead weight costs money. And the engineers of the Chicago Transit Authority know exactly how much. In asking for bids on their 180 new rapid transit cars, the CTA put a premium of $2 for every pound saved (under given maximum weight) by the builders.

Pullman-Standard, using an aluminum body construction, won the contract... on the basis of cost, and compliance with performance and *weight-savings* specifications. These are the first all-welded aluminum transit car bodies, and much of their aluminum was sheet and extrusions from Reynolds. They weigh 46,500 lbs., carry up to 125 passengers, are powered by four 100 hp. motors, and feature 10-ton air conditioning units in each car.

CTA engineers expect the weight savings provided by the aluminum body design to pay off every year, throughout the life of the car. They'll pay off primarily in power costs. Although the CTA put a $2

Chicago Transit Authority expects significant economies in power costs for every pound saved in weight of new cars made with Reynolds Aluminum.

# *Aluminum saves a "carload" in new rapid transit cars!*

per pound premium on weight saved in the builders' specifications, they estimate actual savings in power will be more than $3 per pound over the life of the car.

In addition to contributing to the weight savings, aluminum extrusions also gave the designers extra flexibility, and provided more efficient production by combining two or more components into one.

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# 'Transit can't pay for itself out of the fare box'

planning its rapid transit network for an area where population is of medium-density. In Los Angeles, for example, the gross population density is 7,000 persons per square mile. This compares to Chicago's 28,000 and New York's 34,000. The high-density downtown areas in most cities are a result of their orientation to transit routes in years past. But not so with Los Angeles, where free-wheeling emphasis on the automobile has diffused population patterns.

Someone once described Los Angeles as a group of suburbs in search of a city. A look at the region from the air —with individual communities spread out in all directions—pretty well supports this view. But today, the search is narrowing down to 228 acres in what had been a tacky, run-down section of bars and rooming houses in downtown Los Angeles. Like a latter-day urban-renewal-type of phoenix, the Civic Center is emerging as the governmental and cultural center of not just Los Angeles, but of the entire southwestern region. It boasts the largest concentration of government buildings outside of Washington, a stunning multi-million Music Center, and a new museum.

Some 21,000 persons now travel there every day to work. By 1980, more than 38,000 will have jobs in the center, and 58,000 daily visitors can be expected.

• **Support from City Hall.** Los Angeles Mayor Samuel W. Yorty, a strong supporter of rapid transit, is one of those who goes to work downtown every day. He calls the transit system "an investment in moving people" and believes it should be built with public funds like any other public works.

"What we need is a change in thinking," he says. "We keep going back to the days when transit was a private enterprise. But modern transit just can't pay for itself out of the fare box. We have to make up our mind, that if we want rapid transit, we have to subsidize it."

The mayor has suggested that some transit funds might be gained through diversion of part of the gasoline tax. He's also interested in the possible use of the air space over freeways and storm-drain channels as rights-of-way for a transit system.

• **The balanced transportation system.** Since SCRTD is in the bus business in a big way (this year's operating budget is $45 million), it has come up with an integrated rail rapid transit-bus feeder system in its master plan. Each mode of transport will be used to complement the other. No one is out to knock the highway people and their freeways too hard. Says SCRTD President Faull:

"The freeways and highways of the Los Angeles region are the finest and most extensive in the world. Without them, street traffic would come to a halt. However, freeway planners and builders are acutely aware that the freeway system—even when completed —will be overburdened far beyond capacity if there is no rapid transit to relieve the congestion."

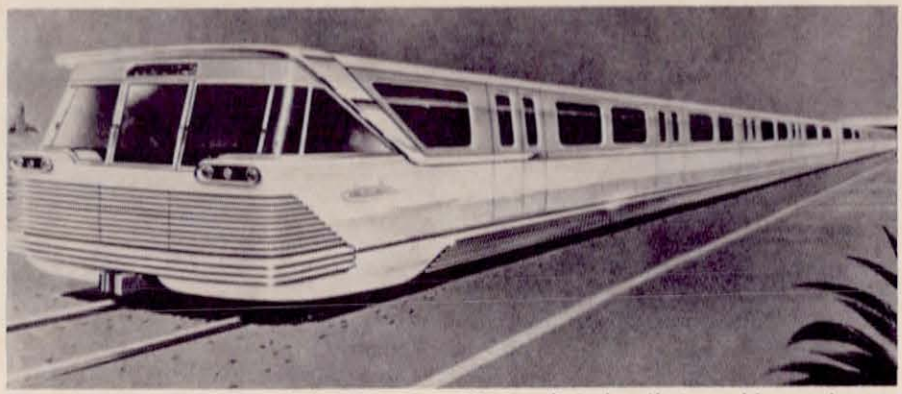
The most important contribution that rapid transit will make to the region, observers say, is that it will at last give Southern Californians a choice of transportation. Among other pluses: it would increase property values, cut accident rates, save lives, reduce smog—and lower insurance premiums.

The National Bureau of Casualty Underwriters and the National Automobile Underwriters Association have told SCRTD that annual insurance savings of from $13 to $62 can be realized if cars are left at home and rapid transit is used to go to work.

SCRTD is hopeful that work on the system can begin sometime next year. The first phase would be undertaken with a $300 million bond issue.

The District wants to back up the bond issue with a 1% "in lieu" tax on automobiles that would raise $15 million annually. District officials say the plan would cost the average car owner $5 or $6 a year. They point out this is a bargain, because San Francisco residents are paying up to 67 cents per $100 assessed valuation to get their rapid transit system.

At present, the in lieu tax can only be levied by the Los Angeles County Board of Supervisors. SCRTD wants authority from the State Legislature to go to the people in 1968 for permission to levy a 1% in lieu assessment on car registrations for the 64-mile system, and a one-time ½ of 1% in lieu tax for hard-core engineering work now.



**AN ARTIST'S CONCEPT** of the 70-mph rapid transit trains that would operate over the proposed Los Angeles system. The network would be 160 miles long.

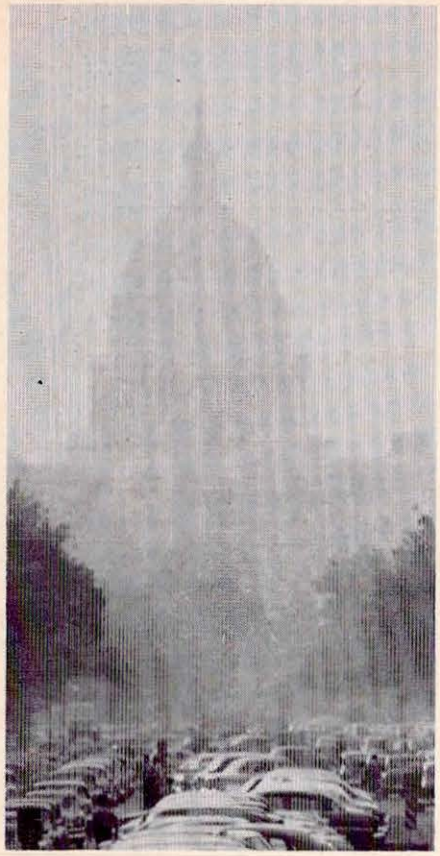
But the Los Angeles Times, which supports the transit plan, sounds a sobering note. In a survey of 790 families a while back, 86.8% favored rapid transit—but 68% said it should be financed privately. And the newspaper noted: "All of which leads to the conclusion that the public wants a modern, high-speed system of public transit, but isn't willing, at this point, to tax themselves for it. And this points up the tremendous selling job which faces the backers of rapid transit in our metropolis."

State Sen. Thomas M. Rees of Los Angeles County, a power behind the formation of SCRTD, thinks the in lieu tax is the most practical one. His big fear is that if the Los Angeles transit body doesn't get some type of tax aid it won't qualify for federal aid.

"San Francisco is getting practically all of the federal aid because they have a tax rate in their district," he points out." They've driven the first spike in terms of their system, so they are starting to move in the area of rapid transit. I hope that we can at least start the race and try to catch up with them in the next few years."

• **Are the people rapid-ready?** To some, trying to get motor-minded Los Angelenos to switch to rapid transit will be as easy as breaking the smoking habit. Many, undoubtedly, would rather fight than switch. But Mayor Yorty believes the people are ready for it.

"You might not get them out of their cars tomorrow, but if it's really rapid —and convenient—it will be a success." ■



RAPID TRANSIT

# Prospects good for D. C. system

## A Capital plan is now moving (once again) through Congress.

When a rapid transit system is proposed for a city, a necessary stage of development is the talking stage. Sometime it's long, sometime short. But when the city involved is Washington, D.C., where talking is considered both an art and a profession, the talking stage can often seem interminable.

At least that's how many supporters of rapid transit for the nation's capital have felt in the past. Presently at stake is a 25-mile rail rapid transit network, to cost $431 million, that would serve the sprawling District and its suburbs. The new proposal is successor to one sent to Congress in 1963 by the late President Kennedy. There it met stiff opposition from private bus operators and highway groups in hearings. It got through the Senate but died in the House.

**WALTER J. McCARTER,** the President's choice for head of the National Capital Transportation Agency.

● **Let's try again.** The current legislation that would create the system—the Whitener-Bible bill—is now moving through Congress. House hearings, conducted by a subcommittee of the District Committee (the body charged with handling matters affecting the city) have been concluded. The subcommittee put its stamp of approval on the measure and reported it to the full House committee. Next hurdle is to clear the full committee before going to the House floor for a vote.

Thus far, the House committee hasn't scheduled a meeting to consider the subcommittee's report. But insiders predict the full committee will approve the bill, hopefully before the end of the month.

On the Senate side, meanwhile, the rapid transit bill is on the agenda of the Senate District Committee. But the Upper chamber group is sitting back to see what its colleagues in the House do.

● **Hopes are rising.** Over-all, things seem to be looking up for Washington's long-awaited rapid transit system. The situation in Congress appears to be more favorable than last time around. The highway and bus company opposition has gone dormant, and labor has come out in favor of the plans.

A big plus for some rapid action is the support that's coming from the White House. When the proposed legislation was sent up to Capitol Hill in February, it was accompanied by a letter from President Johnson. The chief executive termed the problem of mass transportation in the Washington area "critical." He went on:

"There is widespread agreement that a high-speed and high-capacity rail transit system operating over separate rights-of-way through the more densely populated sections of the Washington metropolitan area provides the most promising approach to a long-range solution. Such a system will preserve the beauty, the dignity, and the historic and monumental character of our capital city. It will exercise a desirable influence on the pattern of growth of the metropolitan area. And such a system is vital if we are to achieve the goal of a balanced transportation system for the area. The highway network now proposed for the area is predicated on an adequate rail transit network."

Urging Congress to give "prompt and favorable consideration" to the legislation, he said that "the National Capital area should no longer be denied the forms of urban transportation which are vital to its welfare."

Early this month, the White House made what is being considered another dramatic display of interest in the fate of the proposed rapid transit system. President Johnson announced the surprise appointment of veteran transit man Walter J. McCarter, president of the Institute for Rapid Transit, and former general manager of the Chicago Transit Authority, to head up the National Capital Transportation Agency.

McCarter, whose appointment awaits Senate confirmation, will succeed C. Darwin Stolzenbach in the top transit job.

In making the appointment, the President praised the efforts of Stolzenbach, an economist, for having developed "a sound and financially feasible" rail rapid transit plan. The plan calls for the appropriation of $150 million—$100 million by the federal government and $50 million by the District, and the public sale of $333 million in revenue bonds, of which $52 million would be used to pay interest charges during the construction period.

Negotiations are under way for the creation of an interstate-compact organization (made up of Maryland, Virginia and the District) that would provide for continued development of transportation facilities on a regional basis. In the meantime, the NCTA will spearhead action on the rapid transit program.

When the interstate transportation group is formed it still would not actually operate the rapid transit system. The current bill stipulates that while the government will own the system, it will be run by private operators. Under the 1963 bill, the government would have operated the system, and strikes would have been illegal.

● **The new head man.** Under its new boss, NCTA is expected to really begin highballing toward its goal—

creation of the new system. McCarter, 65, is a man with a reputation for getting things done.

He is widely-known throughout the transit industry and in government circles. He helped establish the IRT in 1961 to promote rail rapid transit, and was one of the prime supporters of the President's Urban Mass Transportation Act, passed last year.

In Chicago, McCarter is credited with pioneering in the use of freeway median strips for rapid transit rights-of-way. The famed Congress Street Expressway was the result of his planning efforts.

McCarter also was influential in the development of light-weight, high performance transit cars, and of the first air-conditioned transit cars to be used in the U.S. During his 18 years in Chicago he was largely responsible for modernizing and improving the extensive bus transit facilities operated by CTA.

● **The challenge ahead.** The big problem facing McCarter's NCTA is solving the problem of traffic congestion created by the thousands who come into Washington every day to work. Like most other urban areas, the region has its share of expressways of all types, but creeping paralysis is taking over because of the steadily increasing automotive movement.

"To avoid intolerable congestion," says NCTA, "a substantial number of people must be carried into the city by new mass transport facilities operating on grade-separated rights of way."

It's pointed out that no highway system could be designed for the central area that would be both capable of handling all peak-hour trips, and still be compatible with the setting of the capital of the nation.

Construction of a complete system of high-speed, high-capacity freeways for the Washington area is well under way. When completed, this network will provide access to all parts of the region, but it's not designed to carry the full burden of downtown destined work trips.

● **Underground downtown.** About 13 miles of the rapid transit system will be subway. Ideal soil conditions will permit bored tunnels under Washington's monumental, historic central area, and in the central business district. For example, in the entire central area south of K Street between the Potomac River and the Stadium, the street surface will not have to be broken except at stations, which will be constructed by cut-and cover methods.

The system as it's now proposed will be able to carry 50,000 peak-hour passengers with ease. Total annual passengers in 1980 are estimated at 135 million. ■

A RAILWAY AGE INTERVIEW

# Atlanta's mayor backs rails

**Next step for area's $300-million plan is referendum vote.**

Ivan Allen, Jr.

*"I am very much in favor of the Atlanta transit plan. I see it as a means of providing convenient transportation for the growing population of our expanding metropolitan area. Automobile expressways, however good or necessary they may be, simply cannot do the job. To me, that means that the federal government must take, toward transit, the same cost-sharing attitude it takes toward highways."*

*Those basic ideas were voiced by Atlanta Mayor Ivan Allen, Jr., in an interview with Railway Age Traffic & Transportation Editor Gardner C. Hudson.*

*His more detailed views on the city's transit program are revealed in the following exchange:*

**Q. Mayor Allen, can you tell me something about the background of the Atlanta transit plan?**

A. Back in 1961 a group of Atlantans of my generation decided our city was not making the progress it should. Accordingly, we developed a six-point program covering schools, expressways, urban renewal, public buildings, transit and advertising and research. The Chamber of Commerce took over the sponsorship of this program, and set up a special 100-man committee to push it. I am glad to say the city has since followed it very closely. I can't claim to be the father of the plan, or of the transit portion of it, but I am heartily in favor of both.

**Q. Can you give me a little more detail on the transit aspect of the plan?**

A. Yes. The overall plan called for the Chamber of Commerce to "take the lead in pressing for a practical large-scale rapid transit system, with an immediate start at concrete planning and programming." The Chamber took the position that "the only alternative is even more expressways than now projected, at five times the cost per mile and even further expansion of automobile traffic loads, with a breakdown in traffic circulation by the end of the decade."

**Q. Where does the plan stand today? In other words, what has actually been done to implement it?**

A. The Georgia state constitution has been amended to permit creation of a special authority to plan and eventually establish a transit system for Atlanta and the area surrounding it. Early this year, the state's General Assembly followed up this amendment by authorizing an "Interim Study Commission." This commission is charged with initial planning for a rapid transit system, including making necessary contacts with federal and state officials, and with engineering and surveying firms. It is to consist of 11 members — four from Atlanta and seven from the five counties included in our metropolitan region.

**Q. Has this commission been organized?**

A. Not yet. I have appointed the four Atlanta representatives—R. H. Rich, L. D. Milton, M. B. Lane and Rawson Haverty. They are all prominent Atlan-

tans—the best men in the city, I believe, for this job. So far, however, the seven county representatives have not been named. It naturally follows that the commission, up to now, has been unable to meet or to act.

**Q. You stated that this Interim Study Commission is empowered to contact surveying and engineering firms. I thought you already had a detailed engineering study.**

A. We do. It was completed a couple of years ago by Parsons, Brinckerhoff, Quade & Douglas, of New York. It is an excellent study, and is, as of now, the last word on the technical features of the transit proposal.

**Q. What is your next step? Final organization of, and action by, this commission?**

A. No. The next thing—and it is very important—is a referendum vote on the plan, which will be taken on June 16. This is provided for in the legislative act which authorized establishment of the study commission. Its purpose, obviously, is to allow the people in each of the affected counties to vote on whether or not they want to go along with the plan. Each county is to vote as a unit. If the vote is affirmative, the respective governments are to make permanent appointments to the Board of Directors of the state-authorized Transit Authority prior to January 1966.

**Q. What happens if one or more counties reject the plan?**

A. It would simply mean that they would not get the benefits of the transit system. The other counties which approve could still go ahead with it. They might have to do so on a somewhat truncated basis—just as the San Francisco Bay Area Rapid Transit District is proceeding with their plan on a more limited scale than was originally visualized. We could do the same.

**Q. Is there any opposition to the plan that is likely to show up in the referendum or affect its results?**

A. No. No specific opposition. But of course the farther you get away from the city the less need people see for rapid transit, when in reality their need is much greater than that of people located closer in.

**Q. What, if anything, are you doing to convince them of the need for transit?**

A. As I stated earlier, the Chamber of Commerce has set up a 100-man committee to promote the entire six-point developmental program. That committee has employed a public relations firm to publicize the plan, including its transit features. Also, the newspapers, without important exception, are giving the transit proposals their full support.

**Q. Assuming the referendum is approved in most or all of the counties involved, what would be the next step? In other words, what is your timetable?**

A. We would then have to get into detailed planning of construction, engineering and financing. At the moment, we have no specific timetable. Let's just say that we are trying to keep abreast of every opening for furthering the plan. At least we will be ready to move quickly when and if federal aid becomes available to the extent necessary.

**Q. That implies that you expect, or at least hope, for federal assistance in financing the system. Is that correct?**

A. Yes. In fact, we will have to have federal aid. The full plan, as outlined in the Parsons, Brinckerhoff study, is estimated to cost about $300,000,000. At no time in the near future can we in the immediate Atlanta area finance more than 25% to 33% of that amount and still operate the system at a reasonable fare. Therefore, we will have to rely on the national government to pay from 67% to 90% of the cost. Even the higher basis would simply follow the precedent already set in federal aid to highway planning and construction.

**Q. From that comment, I take it that you are in favor of federal aid for transit systems?**

A. Very much so! I think the federal government should take exactly the same attitude toward transit and transit costs as it takes toward highways and highway costs. I think that applies whether the transit proposals are demonstration projects or full-scale systems such as we are talking about.

**Q. Could you reduce the system's estimated cost by using the numerous railway lines which radiate from Atlanta?**

A.That has already been considered. As you probably know, the Parsons, Brinckerhoff report recommends using existing railway rights-of-way wherever possible. That may introduce some engineering problems—in, for example, crossing industrial side tracks. But it will probably be cheaper and more efficient than buying entirely new rights-of-way, which would naturally present engineering problems of their own.

I do think it might be profitable to the railroads and the government, too, if we could get together on some plan under which they would provide part or all of the service contemplated by our transit plan. But the railroads, historically, have been slow to move. I can't really blame them, considering ways in which they have been discriminated against and unjustly taxed. With that background, I doubt if we can do much more than use their rights-of-way wherever possible.

**Q. What about the newer modes of transport being considered by some cities—monorail, for example?**

A. We are pretty well committed to a conventional dual rail system.

**Q. What effect is a rapid-transit system likely to have on the future development of Atlanta?**

A. In general, I think the effects can only be favorable. It's a little harder to forecast them in detail. As in so many other metropolitan areas, our central city is growing—and a large part of that growth is upward. Our limited ground area is becoming more and more congested. Our central city residents are moving to the suburbs in considerable numbers, and are tending to go farther out. So our suburbs are growing, too. We don't think transit is going to change these growth patterns, nor do we necessarily want it to do so.

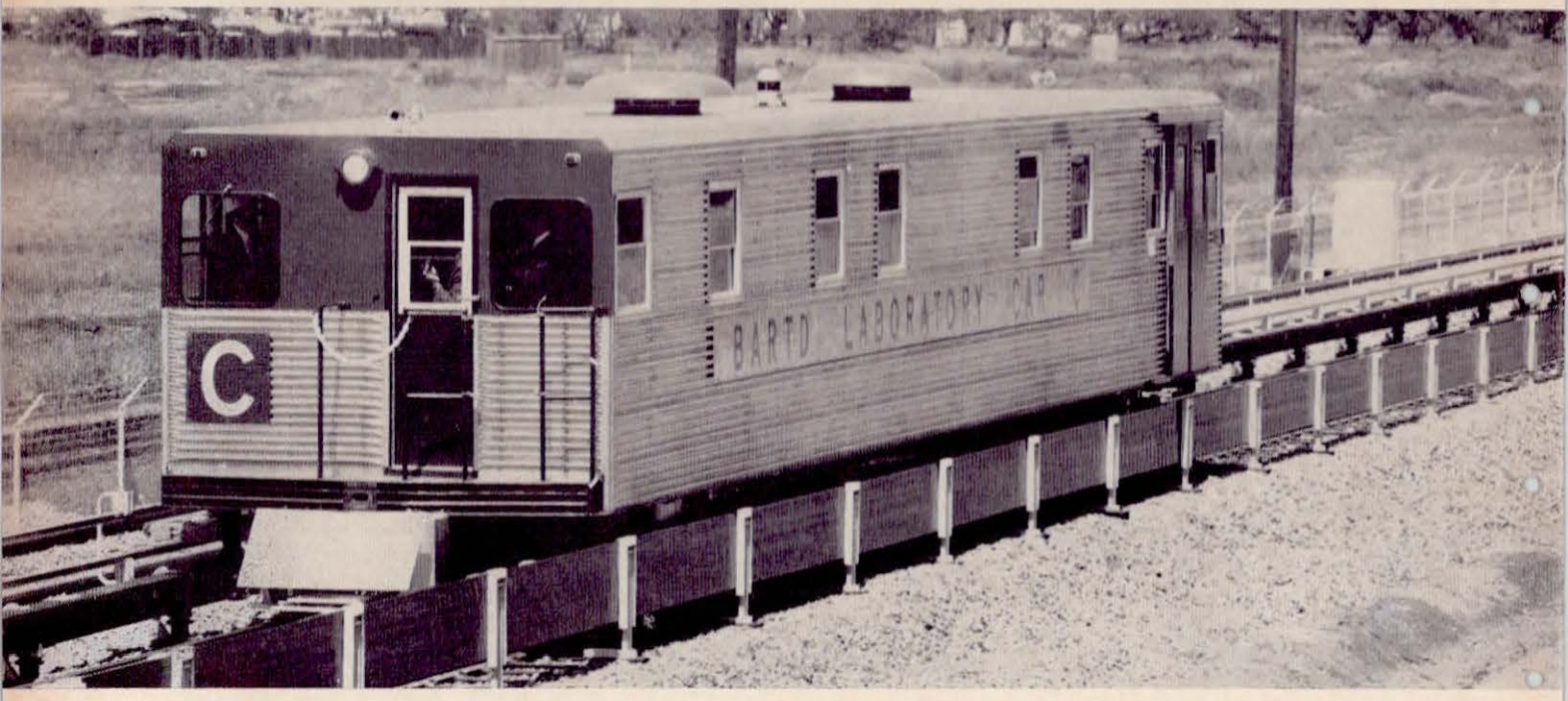
But we do want to make it more convenient than it now is for our city and suburban population—and our visitors, too—to get from wherever they are to wherever they want to be. We have our expressways, and we have more projected. But they simply cannot do the whole job. The automobile just naturally seems to expand to occupy whatever space is provided for it, no matter how generous that space is. Rapid transit, I am convinced, is the only answer.

**Q. Have other cities come to Atlanta for information on planning or promotion of transit systems?**

A. No. But we would be happy to share with any other interested locality whatever knowledge or information we have.

## Federal-local cooperation

Ceremonies initiating the BARTD research and development program were highlighted by operation of the first of three laboratory cars (below). Attending (left) were, left to right, B. R. Stokes, BARTD general manager; Dr. R. C. Weaver, HHFA administrator; and J. C. Kohl, HHFA assistant administrator—transportation.




RAPID TRANSIT

# San Francisco shows the way

**The Bay Area, preparing to build a $1-billion rapid transit system, is working hard to overcome a half-century lag in transit research. Its test track has attracted national and world attention.**

Rapid transit for San Francisco has progressed well beyond the planning and financing phases to testing and actual construction. Just over a month ago the first runs were made over the Diablo test track—the full-scale, 4½-mile working laboratory at the east end of the projected Concord line of the Bay Area Rapid Transit District.

● **Testing and building.** By next month there will be three laboratory cars shuttling back and forth over the double-track test route as engineers appraise the capabilities of various wayside and car components in producing a fast, comfortable ride on close headway. Concurrently work is progressing on the roadbed for many parts of the system—first route of which is scheduled for a 1968 opening.

The immediate goal is a $1-billion, 75-mile, high-speed, computer-controlled network radiating from the San Francisco-Oakland core area and involving three counties. But A. J. Falk, BARTD president, explains that there is more to the Transit District concept than the 75 miles of routes now authorized. "It is the beginning of a regional transit system," he says, "which eventually will stretch into all nine counties surrounding San Francisco Bay connecting perhaps a hundred communities and measuring as much as 250 miles in length." Already two additional counties are actively weighing the feasibility of the rapid transit which BARTD could provide.

● **Where the riders are.** But whether the customers ultimately come from three counties or from nine, the real source of BARTD riders is just behind the steering wheels of the hundreds of thousands of automobiles on Bay Area region highways. "Our job," says B. R. Stokes, BARTD general manager, "is to develop a ride that will compete with the automobile in speed, comfort, convenience and safety. And the key word there is speed."

To produce an auto-competitive transit system, BARTD is conducting its own $9½ million test and research program. Two-thirds of the cost is being borne by the U.S. Housing and Home Finance Agency. Dr. R. C. Weaver, HHFA administrator, attending Diablo opening ceremonies last month, commended the Bay Area for taking the leading role in a new age of

urban transportation.

"It is to the credit of all the voters in the three counties who voted for the mammoth transit bond issue that the Diablo test track is already under test conditions," he said. "In almost every other metropolitan area of the country, local leadership has failed to accomplish even a fraction of the headway you have made toward offering a viable public transportation system such as our metropolitan areas require."

● **The research lag.** BARTD's Stokes said federal participation stems from the government's interest in finding ways to cure traffic congestion which is threatening the economic and cultural welfare of the nation's cities. Results of the test track program will be made available to other metropolitan areas for use in developing transportation systems.

"Because of the half-century lag in rapid transit research," Stokes said, "the Diablo test track has become a focal point of interest on a national and even worldwide scale."

Explaining some of the "breakthrough" characteristics of the BARTD test program, Stokes said one of the major efforts will be to perfect an automatic train control system. "It must be capable of stopping trains within six inches of a given spot," he explained. "It must operate all functions—starting, stopping, accelerating, decelerating, and the opening and closing of doors. It must operate on fail-safe principles, maintaining safe distances between trains at all times. It must be able to do all these things during peak hours when 450 cars linked in various train lengths will be operating at speeds up to 80 miles an hour as close as 90 seconds apart."

● **Final specifications.** "The data obtained from our test program will determine specifications of our final trains," Stokes said. More than two dozen firms have developed new designs for transit equipment which will be evaluated. There are four automatic train control systems, five electrical propulsion systems, five types of car trucks, three wheel designs and eight roadbed and rail-fastener designs.

Automatic fare collection is to be tested under actual operating conditions on the Cleveland Transit System. HHFA has authorized a grant of $1.1 million to help finance this project.

Specifications for the equipment as well as the external and internal design will be drawn up early next year. In the meantime work will go ahead on the 75 miles of exclusive right-of-way. There will be 31 miles of aerial structures, 24 miles of surface line, 16 miles of subways and tunnels, and a 4-mile trans-Bay tube. ■

# RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

**SHORT MEMORIES?**—ACL President Tom Rice, in a speech a couple of weeks ago, raised the question whether the public had not forgotten the splendid job the railroads did for the Defense Department in the Cuban crisis in 1961. At the wave of a wand, troops and equipment were moving rapidly to the strategic places. The fact is that the railroads have the organization—that no other freight-moving agency has—to control every car and locomotive in service. And, when a military emergency arises, all other movements are subordinated to the military—so that, however limited the car and locomotive supply may be, all of it is used to produce the maximum transportation output in the vital areas.

The railroads had not perfected this organization at the outbreak of World War I, but they had begun to learn it by the end of that conflict; and they put in their time to good advantage between 1920 and 1940—so that they were superbly prepared when World War II came along. The brief Cuban crisis showed that they were still highly prepared. But we cannot forget that there is today no great fleet of passenger cars to draw upon, the way there was in 1941.

There are plenty of railroad men who are rich in experience in war-time railroading. Aren't they, maybe, a little unduly modest about their accomplishments and in telling of their readiness to do it again, if need be?

**DOING BETTER WITH WHAT WE HAVE**—We have all heard a great deal about the far-out plans for running vehicles that would look like trains, at speeds up to those of jet planes—possibly through subterranean tubes. There's certainly nothing wrong with such imaginative inquiries because, without them, there would never have been such things as jet planes or computers.

But the discussion calls to mind the familiar story about the magazine salesman who was trying to get a farmer to subscribe to a farm magazine—and thus do a better job of farming. To which argument the farmer replied: "I ain't farming as good now as I already know how to." The possibilities of the steel wheel on the steel rail are far from being fully utilized and, while Cloud 9 projects are valuable and interesting, they should not detract attention from utilizing to the full the potentialities of the splendid mechanism that is already available.

**SIXTEEN TO ONE**—About the most significant annual compilation of transportation figures that I know of is the AAR's yearly report on "Government Expenditures for Transport Facilities by Air, Highway and Private Expenditures on Railroad Facilities"—an up-to-date edition having recently appeared. These figures omit all expenditures for equipment. They cover only fixed plant—track and structures, highways, air transport facilities and waterways.

They indicate that government's expenditures in 1965 on the kind of plant it provides will be in excess of $16 billion, while railroad outlays of private money to improve and maintain their fixed plant will be (including taxes) a modest $1 1/3 billion. There's a wide difference between what government is able to spend for the benefit of the transportation modes it takes care of, and what the railroads can do to maintain and improve their privately supported facilities. The result is *transport imbalance*, for the nation as a whole. And not too many people seem to be aware of it.

**THE (USUALLY) PEACEFUL MISSISSIPPI**—The upper Mississippi floods this year are following an unusual (possibly unique) pattern. Now, the Missouri is something else. I used to spend a lot of time in the territory around Rock Island, as well as in western Missouri, and it was my observation that the Missouri was more or less expected to go on the rampage every few years, and it seldom disappointed. But here, this year, the Mississippi has been spilling all over the countryside, while the Missouri isn't adding anything to the trouble. Can any of the river experts (and there are many among railroad men) tell me why it is that the upper Mississippi is usually so well behaved and, this year, is acting quite out of character? The situation is so different from past experience, that I'm quite mystified.

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TRANSIT IN EUROPE:

# London, Madrid expand systems

London opened its first underground railway in 1863 — and has never looked back since.

A century after the first modest venture in operating a six-mile line under steam power, with air-vents at regular intervals along the streets to keep passengers from suffocating, London Transport boasts a completely electrified 250-mile system that handles two million passengers daily, with nary a hitch.

There are six main lines that criss-cross, intertwine, then fan out in every direction from the center of metropolitan London (actually seven, counting the Circle line, which utilizes trackage of two other lines to continue perpetually around the central district).

● **A new line.** An eighth is now in the offing: in 1962, work began on the $170 million Victoria line, and there is no doubt that the projected opening in 1968 will take place on schedule.

The new line is quite remarkable in the number of birds it will slay with one stone:

It will link up the main-line Victoria Station of British Railways on the Southwest with the three main-line stations of Euston, St. Pancras and King's Cross on the north, then continue on to interchange with suburban services to the northeast. All the while, the new line will be doing crucial service as a downtown distributor—11 of its 12 stations will be interchange points with other underground lines.

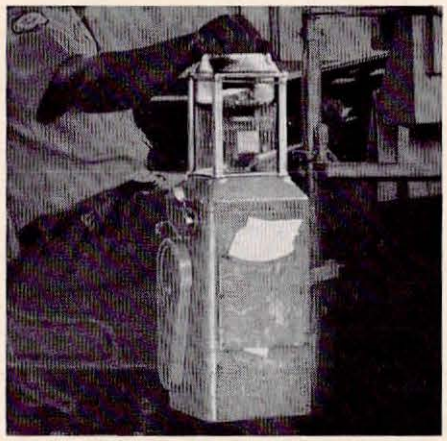
The Victoria line will be two-tracked and will require 244 new cars. In all probability, the line will be making full use of the experience gained in successful experiments with automatic train control, automatic ticket collection, and closed-circuit TV to monitor traffic flow through stations (more on these three next month).

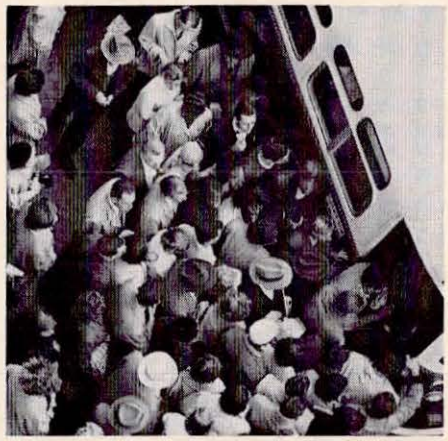
In the meantime, London Transport has completed a large-scale car-replacement program for its other lines. Between 1957 and 1964, 1,700 cars of

# HOW DO YOU COLLECT MONEY *PROFITABLY*—FROM PEOPLE ON THE MOVE?

It's a perennial question for everyone in the business of mass transit. Railroads, bus lines, subways, airlines, bridges, turnpikes, tunnels, ferries, parking lots—all are constantly grappling with the problem of handling people and/or vehicles with greater speed, ease, efficiency and economy.

There's always an answer, of course, but no one answer for all situations. And, within a single operation, removing a bottleneck in one place might merely trigger a more massive one someplace else. If there is a universally-applicable answer, it's *systems management*—a careful and thorough analysis based solely on the special needs of a specific operation with proper reference to the total system and with knowledgeable consideration of projected as well as current requirements.





Advance Data Systems—specialists in advanced fare collection systems for public transportation—offers: Investigatory consultation, preliminary to comprehensive analytical studies; recommended solutions which may or may not involve additional or new equipment; design, development and manufacture of special equipment or adaptation of existing hardware; and installation, startup and refinement of new procedures, controls and equipment.

Current ADS clients include the San Francisco Bay Area Rapid Transit System, London Transport Board, the Tri-State Transportation Committee (N.Y., N.J., Conn.) and the Illinois Central Railroad. Solutions implemented have involved automatic revenue collection systems, magnetically-coded tickets and readers, high-speed automatic passenger gates, special coin and currency handling and protection machines, and data handling, processing and recording equipment. For comprehensive presentation of ADS capabilities, write: 9261 West Third Street, Beverly Hills, California 90213.

**ADVANCE DATA SYSTEMS**
DIVISION OF LITTON INDUSTRIES

one type and 450 of another type made way for new rolling stock—which amounted to renewing about 50% of the entire car fleet. Among the benefits: control equipment located in compartments behind the drivers' cabs in one of the older car-types is now located below the car floor, thereby boosting passenger capacity by 15%.

• **Madrid: The quota helps.** Officials of the Madrid Metropolitano claim one novelty for their system: it is the only rapid transit network in the world with just one peak traffic period per day, not two (what should otherwise be an evening peak is spread out by the afternoon siesta).

Otherwise, the Madrid Metro resembles systems the world over, in attempting to match explosive urban growth with steady expansion of its own.

By and large, the campaign has been successful. As the population of Madrid grew to its present 2.5 million, the Metro grew from a single two-mile line (opened in 1919) to a 26-mile network that carries over 450 million passenger annually.

Two north-south lines and one east-west line intersect in the central district, with two shorter lines doing duty as feeders or downtown distributors. As the city pushed out in every direction, so did the Metro; extensions were tacked on to the extremities of all existing lines within the last five years.

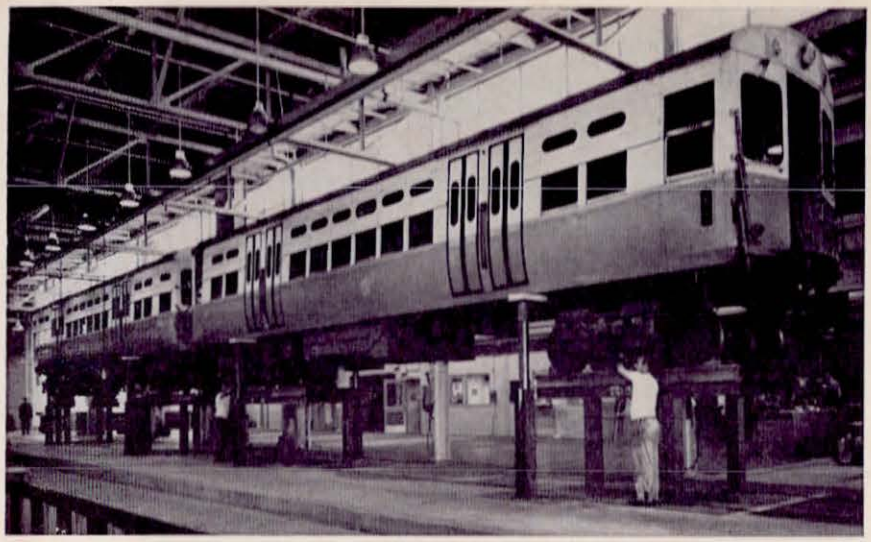
As traffic grew, capacity of lines was increased; station platforms on the main north-south line were extended to accommodate six-car sets instead of four-car sets.

Unlike the Spanish National Railways, the Madrid Metro is privately owned and operated. Metro officials point proudly to the fact that they ran their system at a profit each year prior to 1960, when an agreement was reached with the government to jointly underwrite the cost of building some new lines.

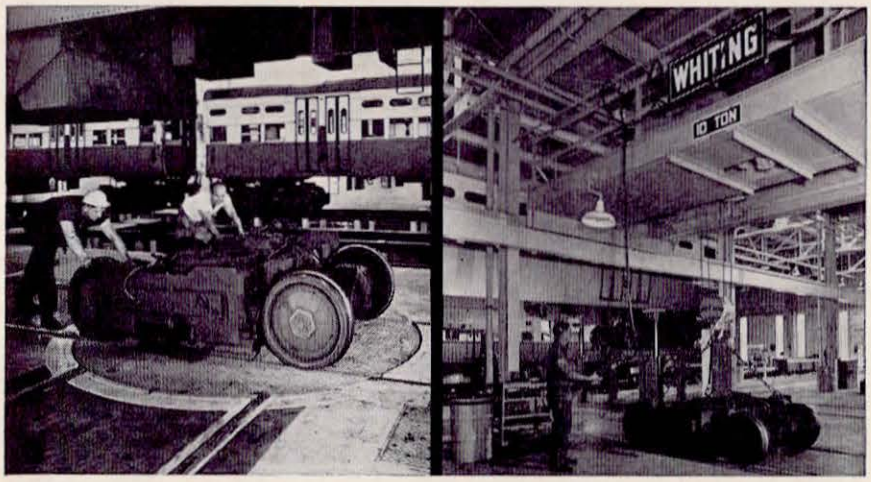
The arrangement began when the Ministry of Public Works built an electrified line to the suburb of Carabanchel, and then turned it over to the Metro to operate. Since then all extensions to the transit system proper have been built with government money, and the Metro financed construction of new stations and rolling stock (including a recent order for 60 new cars).

The suburban Carabanchel line is now being continued back into the city by another route, and the same arrangement will apply (Metro officials estimate that another 52 cars will be needed when the line is opened in 1966).

**—Joseph Asher**

CARS GO UP—COSTS COME DOWN




**HOW NEW WHITING INSTALLATION CUTS CTA REPAIR BILLS**

The new Congress Terminal of Chicago Transit Authority is beautiful to see and economical to operate. It incorporates the very best and most efficient in appointments and facilities.

Maintenance and repair of trucks, for instance, is accomplished on a production line basis. Four Whiting 4-screw hoists lift two semi-permanently coupled cars five feet into the air, where each car body is held solidly in place by two pair of Whiting body-supports. Trucks are then lowered and rolled onto Whiting electric turntables which position them for movement onto repair tracks. Whiting overhead cranes are used for any lifting required in service operations. The entire Whiting installation is push button controlled and guarded by fail-proof safety devices.

Cutting costs in terminals and repair stations comes naturally to Whiting railroad engineers. Their wealth of professional and practical experience is available to you on request. Just contact your nearest Whiting office or write us direct. *Whiting Corporation, 15603 Lathrop Avenue, Harvey, Illinois 60426. In Canada: Whiting Equipment Limited, 350 Alexander Street, Welland, Ontario.*

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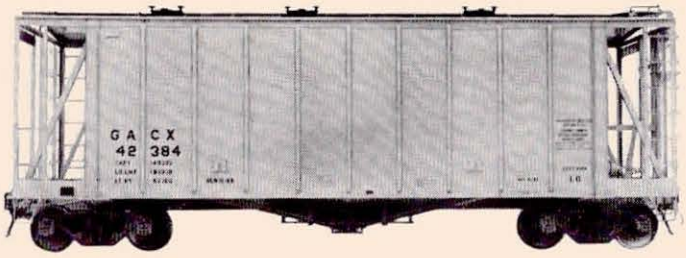
# There will be many more new railroad cars carrying bulk starch this year.

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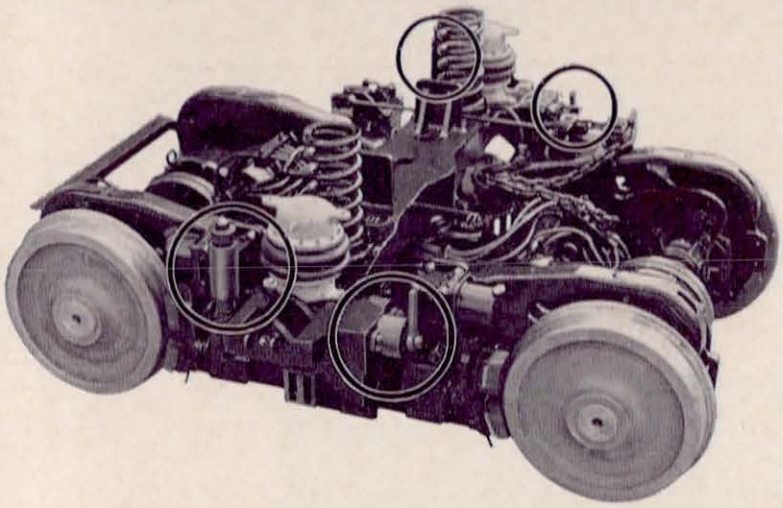
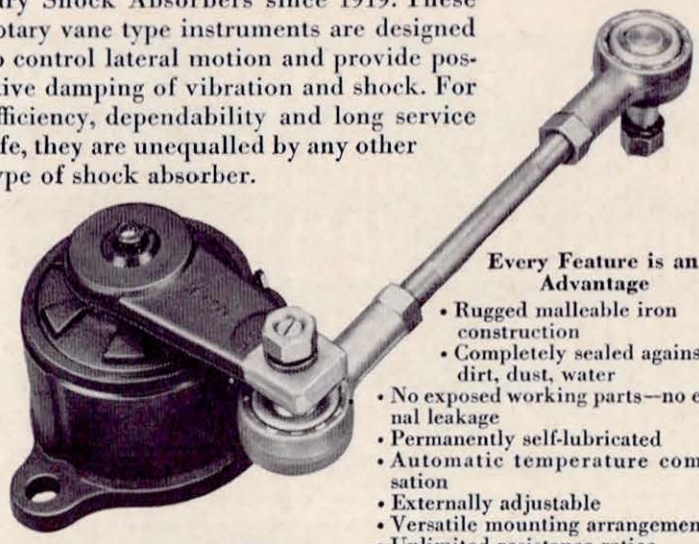


Modern lightweight rapid transit trucks...like this General-70 truck developed by General Steel Industries, Inc., for the new PATH cars...utilize Houdaille Rotary Shock Absorbers to insure a smooth and comfortable ride.

**In the Transportation Field** the name "Houdaille" has been a synonym for Rotary Shock Absorbers since 1919. These rotary vane type instruments are designed to control lateral motion and provide positive damping of vibration and shock. For efficiency, dependability and long service life, they are unequalled by any other type of shock absorber.



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**Houdaille Friction Snubbers** are designed to control vertical movement and eliminate undesirable harmonic bouncing of the car body. Often used in conjunction with Houdaille Rotary Shock Absorbers.

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# LETTERS

## Misplaced city

*St. Paul, Minn.*

To the Editor:

As an interested reader of Railway Age for many years, I have been very pleased with your publication for several reasons among which is the apparent accuracy of your reporting; however, I must call your attention to an error in your issue of May 3, 1965.

On page 26 you show a photograph of the flooded Mississippi River at "Minneapolis," Minn. I beg to call your attention to the fact that while we here in Saint Paul were certainly not proud of what the river did to the community, it just so happens that your photograph is at Saint Paul.

*W. H. Lang*
*President*
*Foley Brothers, Inc.*

[The unfortunate error to which Mr. Lang calls attention was noted also by F. L. O'Neill, general traffic manager, Minnesota Mining & Manufacturing Co., St. Paul. Our apologies to both gentlemen, and to their city.—Editor.]

## After the deluge

Chicago

To the Editor:

I wish to congratulate your staff on the fine picture and story coverage of the Upper Mississippi River floods and their effect on the neighboring railroads and railroad communities. As the flood waters proceed downstream, I hope there will be further articles and pictures showing their effect.

I also add my congratulations to the railroads for the fine job they have been doing in the face of these adversities. It is interesting to read about the methods being used to combat the flood waters and how the trains are being rerouted. Passing through Ft. Madison, Iowa, on the "Chief" on Good Friday, I noticed that the Santa Fe was busy making preparations to withstand the coming high water, and I hope they did not suffer much. Last Monday evening, I heard a news broadcast on WJJD, Chicago, mentioning that the Burlington's remaining steam locomotive, 2-8-2 4960, which has had considerable use the past few years on rail-fan and school excursions, was pressed into service to pull both passenger and freight trains through Savanna, Ill., because a steam locomotive can run in deeper water than diesels.

I acquired my interest in railroads, trains, and the Mississippi River at an

*(Continued on page 58)*

# Mass movement . . . Chicago style!

Engineered for "push-pull" service on the Burlington, Milwaukee and Rock Island lines, the air-conditioned Budd gallery cars provide greatly expanded seating capacity . . . up to 162 passengers per car . . . with no sacrifice in comfort or efficiency. They offer the lightest car weight per passenger. Their stainless steel construction eliminates painting, cuts power and maintenance costs. Mass transportation is a specialty with Budd. Budd MU cars are widely used in interurban service . . . and Budd transit cars are setting new standards in urban systems. What's *your* problem? Write J. F. Clary, Vice President, Railway Division.

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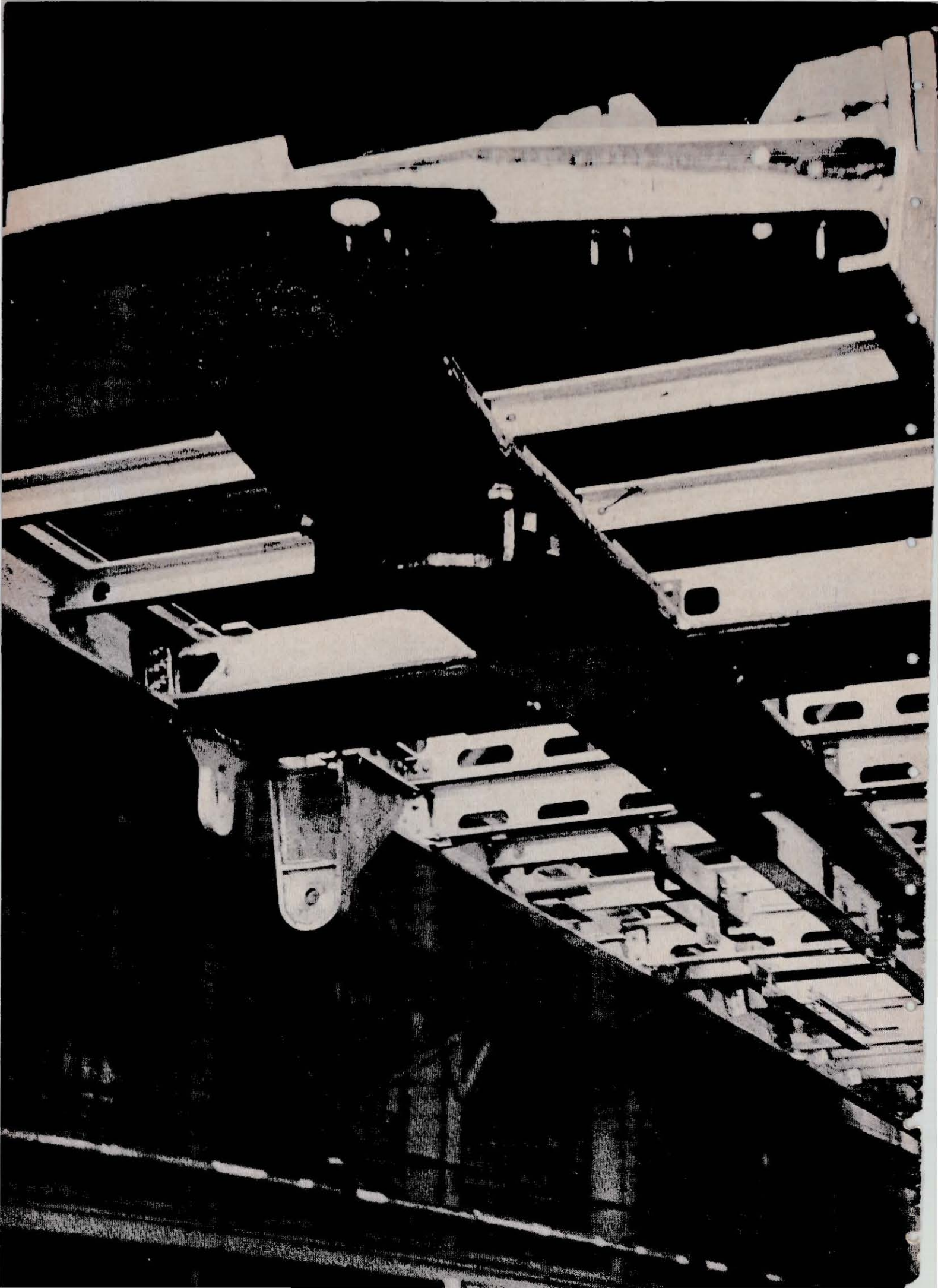

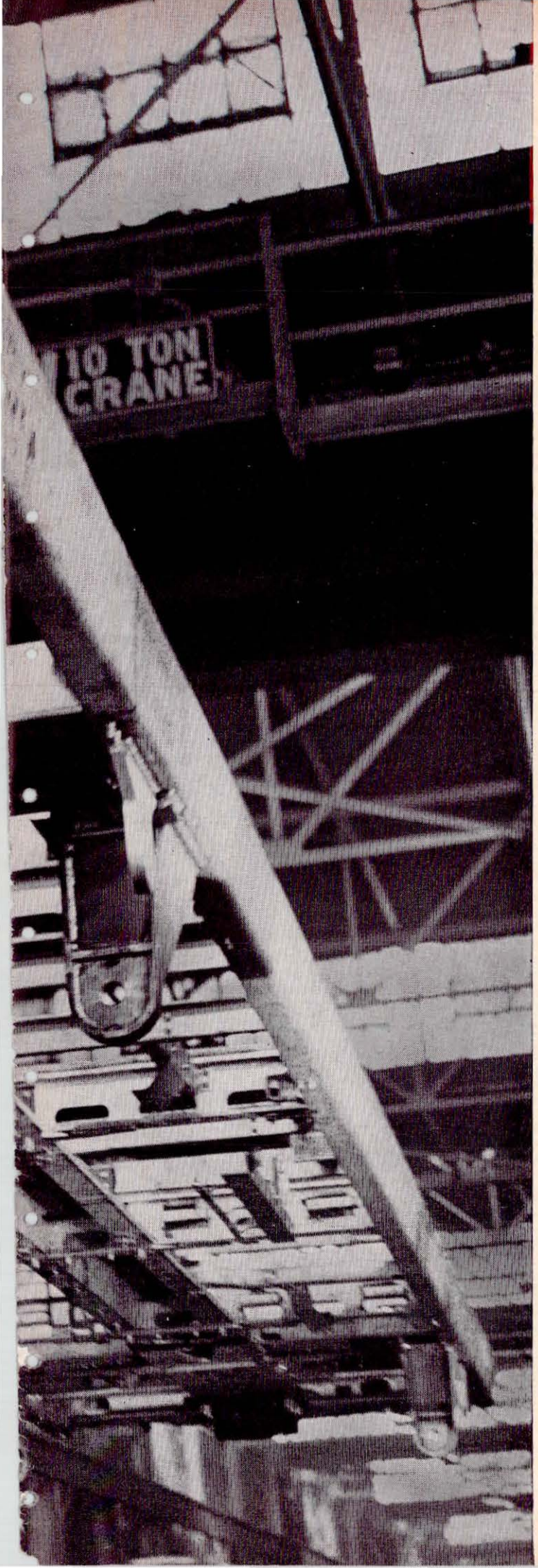


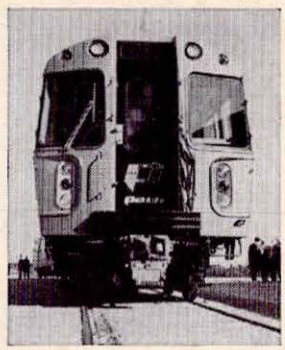

# We're at the bottom of it all.

The concept of an extruded aluminum center sill originated here at Dow Metal Products. And right from the start, we thought it was a winner.

So did General Steel Industries, Inc., St. Louis Car Division, St. Louis, Missouri. Together we worked out the design of the sill and incorporated it into the underframe of the exciting new, all-aluminum rapid transit cars being built for the Port of New York Authority's Trans-Hudson "PATH" system.

Then we went to work and made the center sill. The 14,000-ton press extruded the aluminum to a single length of 51 feet and a width of 23 inches. We also turned out the two massive side sills and the bolster sections of the underframe.

The center sill, at 1,785 pounds, is about half the weight of a similar section made of steel. And the total weight saved by the new car's entire aluminum construction amounts to as much as 23,000 pounds compared with one of PATH's old "Black Cars," which it will replace.

All of which means a vastly improved strength-to-weight ratio, greater workability in fabricating the underframe, lowered power requirements and operating costs for the cars as a whole.

Want some equally spectacular improvements on your railroad equipment? Let us know. We haven't yet come near the bottom of our aluminum application ideas. The Dow Metal Products Company, Division of The Dow Chemical Company, Midland, Mich.

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Lighter, stronger materials . . .
that's the trend in car construction
today. By reducing dead weight, carriers
save money on every mile . . . open new
possibilities for imaginative design and
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That's why Pullman-Standard selected
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Weighing only half as much as conventional floor
materials, these sturdy sandwich panels are 1½"
thick . . . made with two sheets of 0.024" aluminum
permanently bonded to a core of end-grain balsa wood.
This laminated construction gives each panel almost
the same rigidity as if they were made of ½"
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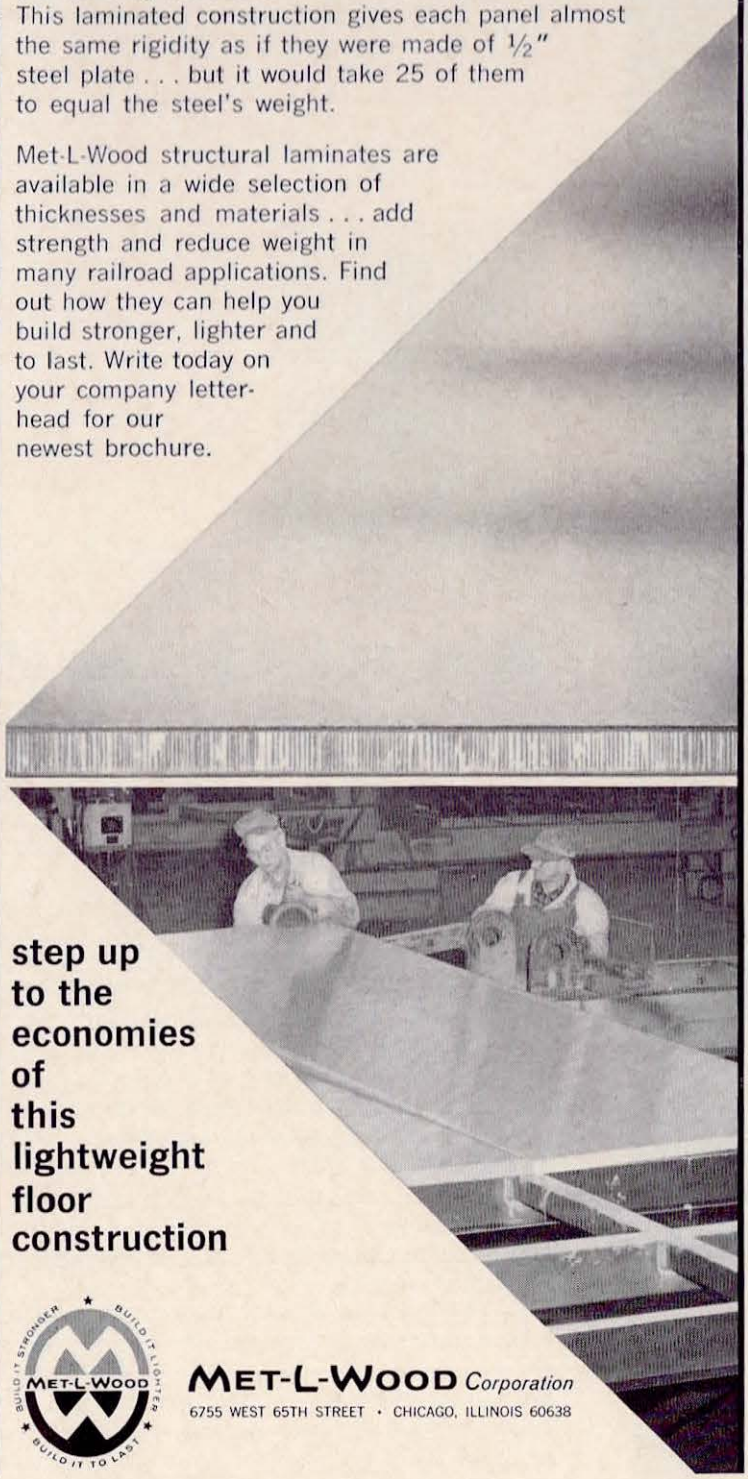

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*(Continued from page 54)*

early age, when I spent some of my boyhood vacations at Wyalusing, Wis., a little hamlet on the river, on the Burlington's Twin Cities mainline, seven miles south of Prairie du Chien by rail. My first train ride, other than electric interurban, was on a Burlington steam-powered local, from Wyalusing to Bagley, the next town south, a distance of four miles, for which I paid a 15-cent fare. During one of those summers, about 1930 or 1931, torrential rains sent water cascading down the gullies of the Wisconsin bluffs to wash out the Burlington's roadbed in a couple of spots. A freight train was stranded on an "island" created by the washouts, north of Bagley. Rails were left dangling in the air. Work trains and emergency track crews were rushed south from North La Crosse, and the steam hoggers really had their whistles blowing on the way down. Across the river, on the Iowa side, I could see the "North Coast Limited" detouring on the Milwaukee Road tracks, and I was told that the "Empire Builder" was detoured through Milwaukee on the Milwaukee Road's LaCrosse & River Division mainline. The damage was done during the night, and one track was open for through train movement by the following afternoon, when No. 52, the "Mississippi Riverview," which was waiting for the word at Wyalusing, backed through a cross-over onto the wrong main and was the first train through.

A few years later, when I got out of college, my first job was in the field for the U.S. Engineers, mapping the Upper Mississippi River bottomlands for the Nine-foot Channel Project, and thus I saw much railroad activity on the CB&Q, CMStP&P, IC and CGW.

Now I try to take an occasional Vista Dome ride on the Burlington along the river, and I ride most of those steam rail-fan excursions, for which the Burlington is so famous. I own some property in Wyalusing and may some day make it my retirement home, so I can watch both the Mississippi River and the Burlington trains roll by, but of course with the hope that the top of rail elevation will remain higher than that for water surface.

This probably sounds like shallow tribute from one who has been and still is engaged in aiding competing forms of transportation, but I also did acquire some good and interesting experience on two railroads, the Milwaukee Road and the New York Central, and I understand their problems. It looks to me as though railroading is

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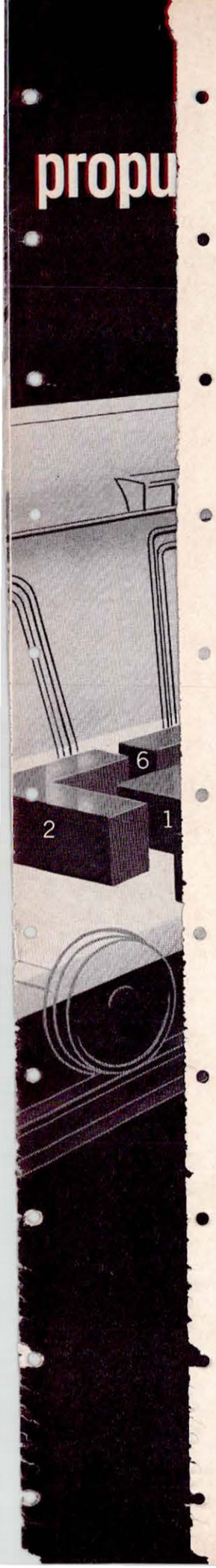


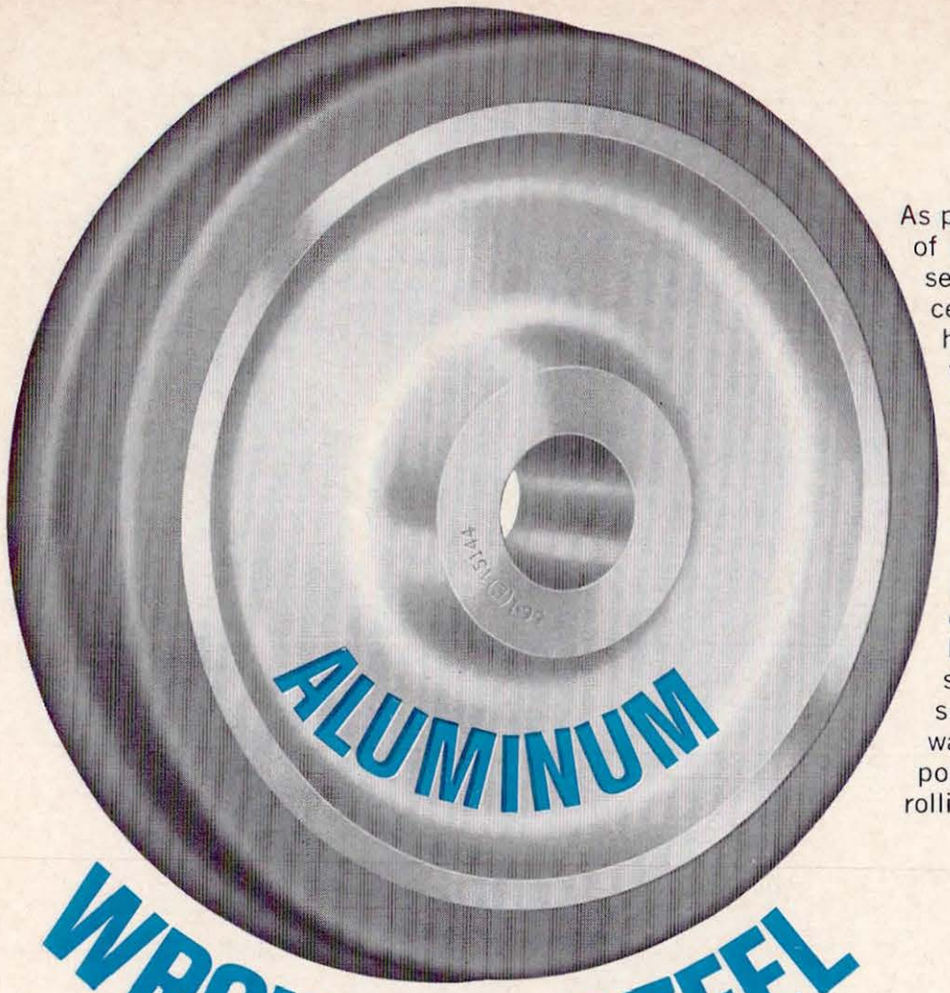


# WROUGHT STEEL

As part of Edgewater's program of research and development, several steel-tired, aluminum-center wheels in various sizes have been produced by Edgewater for laboratory and transit service testing. Aluminum centers and steel tires were rolled on Edgewater mills, and assembled in our shop. Objectives: weight saving and noise reduction. Tests already completed in independent laboratories, suggest their suitability for rapid transit service, and railroads are watching this experiment, for possible application to their rolling stock.

## Research and Development—a Continuous Program

Through laboratory research and field testing, Edgewater is continuously seeking ways to improve the service life of railroad car wheels. Various metal compositions, rolling procedures and heat treating practices are studied and evaluated. Over the years, this policy has led to numerous changes and modifications designed to overcome the severe conditions imposed by the higher speeds and heavier loads of modern railroad practice.

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*(Continued from page 58)*

becoming more thrilling and challenging every day. Keep up the good work!

*Carl J. Bachmann*
*Expressway Railroad Engineer*
*Illinois Division of Highways*
*(Member, American Railway Engineering Association)*

### A trainee speaks up

Lutherville, Md.

To the Editor:

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Now to my point—more articles of this nature should appear in Railway Age. . . .

*David L. Mace*

## Dividends Declared

**ATCHISON, TOPEKA & SANTA FE.**—40¢, quarterly, payable June 1 to holders of record April 30.

**LOUISVILLE & NASHVILLE.**—75¢, quarterly, payable June 11 to holders of record May 7.

**NORFOLK & WESTERN.**—$1.50, quarterly, payable June 10 to holders of record May 13.

**PENNSYLVANIA.**—25¢, quarterly, payable June 11 to holders of record May 20.

**PIEDMONT & NORTHERN.**—50¢, quarterly, on the newly-split stock, paid April 20 to holders of record April 5.

**SOUTHERN.**—70¢, quarterly, payable June 15 to holders of record May 14.

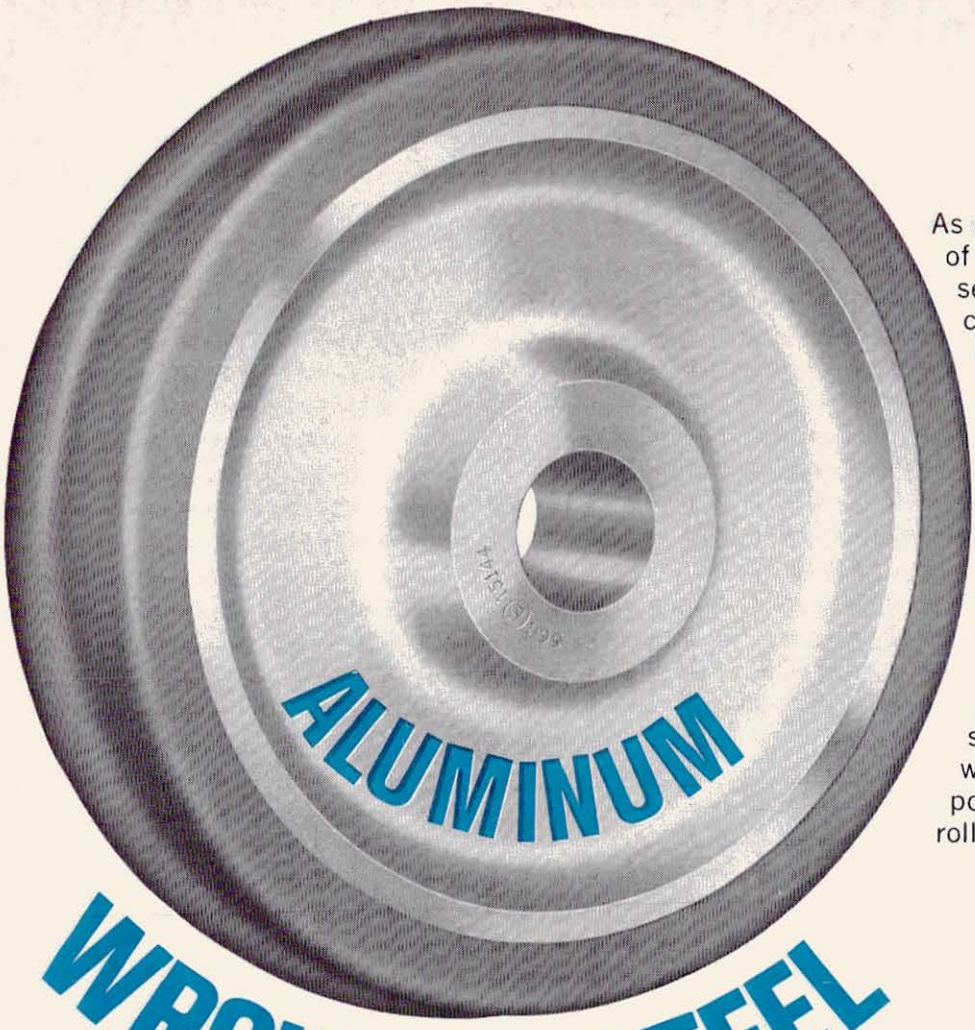
**UNITED NEW JERSEY RR & CANAL.**—$2.50, quarterly, payable July 12 to holders of record June 18.

## Current Publications

THE FUTURE OF BRITAIN'S RAILWAYS, by Roger Calvert. 175 pages, illustrations. George Allen & Unwin, Ltd., Ruskin House, 40 Museum St., London, W.C.1, England. 35 shillings.

ISSUES IN TRANSPORTATION ECONOMICS, by Karl M. Ruppenthal. 349 pages. Charles E. Merrill Books, Inc., 1300 Alum Creek Drive, Columbus 16, Ohio. Paper, $7.25; cloth, $8.50.

SLOGANS FOR MAJOR RAILROADS. 4 pages, mimeo. Public Relations Dept., Association of American Railroads, Transportation Bldg., Washington, D.C. 20006. Free.

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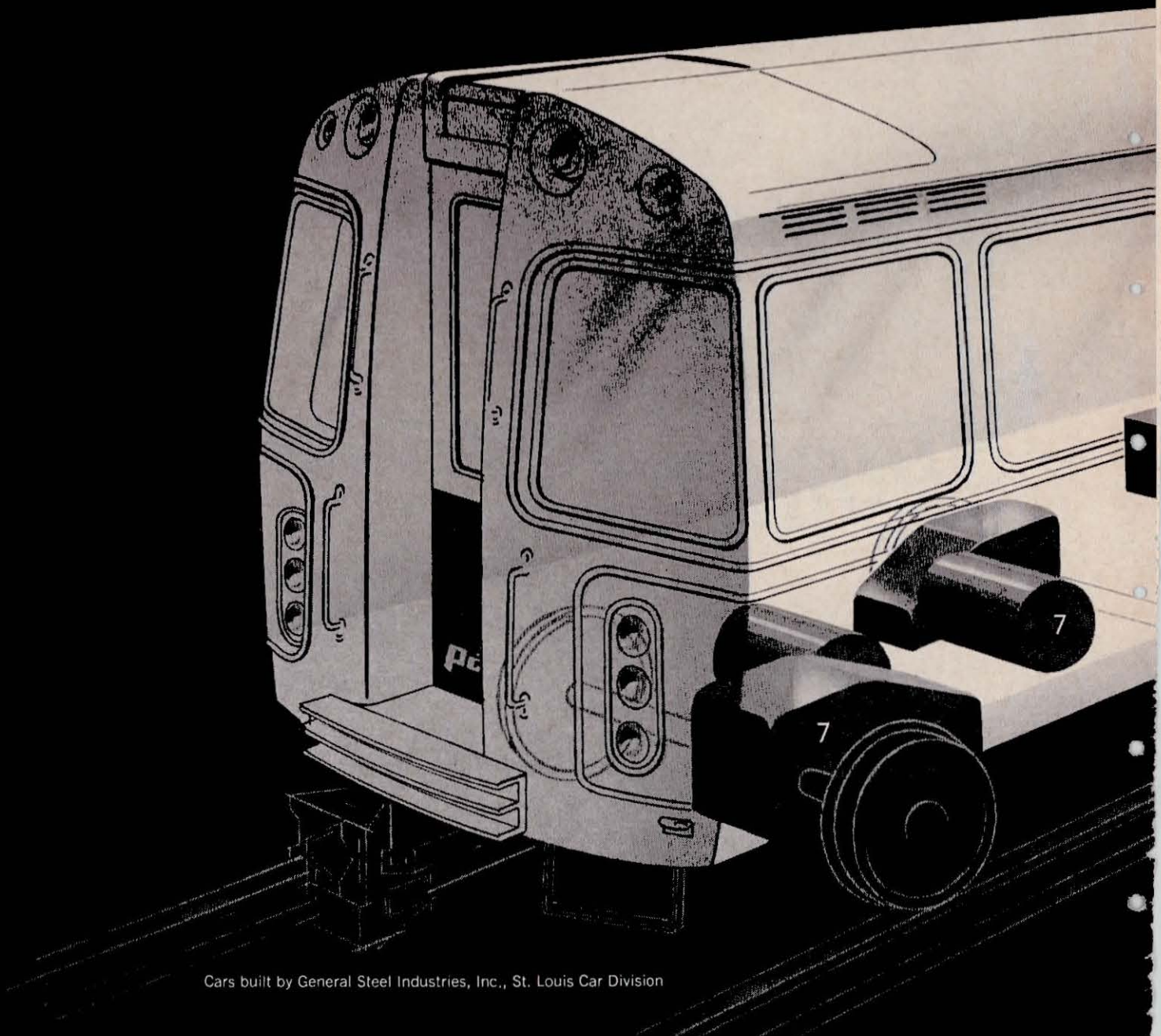


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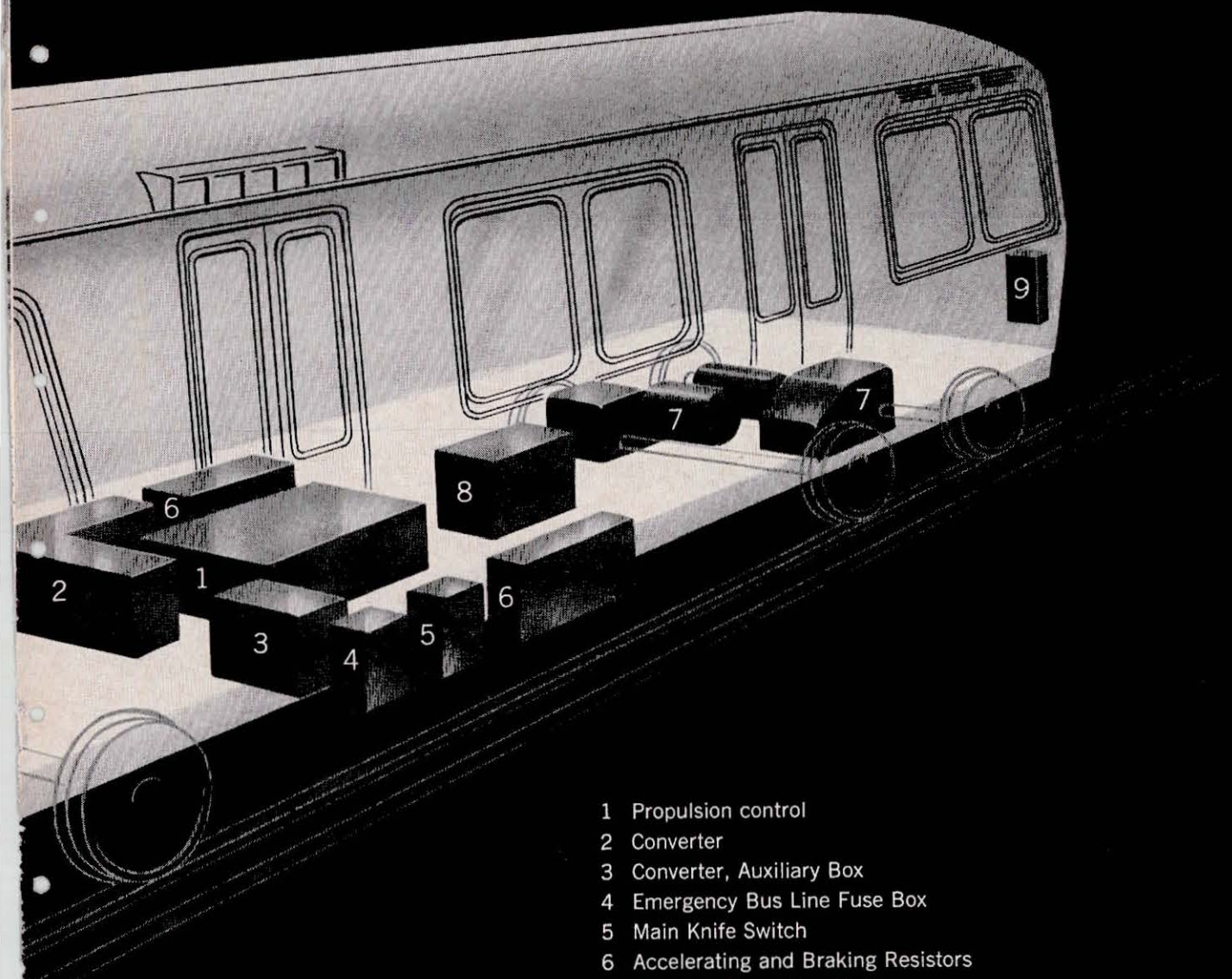


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## WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **GENERAL TRANSPORT LEGISLATION** of 1965 may well be confined to enactment of a "gray area" bill. Prospects have become dim for any rate-freedom legislation, which has been the heart of the railroad industry's program. While they have other provisions, the "gray area" bills are designed principally to curb illegal for-hire trucking. To this end, they would strengthen ICC powers to enforce regulatory and safety rules.

This proposed legislation is now well on its way through Congress. It came up for hearing last week before the Surface Transportation Subcommittee of the Senate Commerce Committee. Along with the Senate's "gray area" bill, S.1727, the subcommittee had before it the similar bill which was passed by the House May 6.

**THIS HOUSE-APPROVED BILL** is H.R.5401. It is sponsored by the chairman of the House Committee on Interstate and Foreign Commerce—Representative Oren Harris (D.-Ark.). The Senate bill also has high-level sponsorship. It is a joint proposal of the Commerce Committee's chairman, Senator Warren G. Magnuson (D.-Wash.), and the committee's ranking minority member, Senator Norris Cotton (R-N.H.).

**THE HARRIS BILL** has the provisions to strengthen ICC enforcement powers, and it would also provide arrangements whereby injured shippers could collect reparations from truckers and forwarders. The Interstate Commerce Act already has reparations provisions applicable to railroads and water carriers. In the area of water-carrier regulation, the bill would give the ICC power to cancel water-carrier certificates or permits for non-use—but it would also let water carriers go into business without certificates or permits on routes having no service.

**CHAIRMAN HARRIS' EXPLANATION** of the bill to the House called attention to the absence of rate-freedom provisions. He noted that such provisions were in the otherwise similar 1964 Harris bill which died in the House Rules Committee. Also omitted this time is another provision which helped kill the 1964 bill, i.e., the proposal to repeal the Interstate Commerce Act's Commodities Clause. This applies only to railroads, prohibiting them from transporting any product (except timber and company supplies) in which they have any interest.

**AS TO RATE-FREEDOM,** Harris spoke of the expectations "earlier this year that it was to be the subject of a further transportation message by the President." Those expectations were based on that January announcement in President Johnson's State-of-the-Union Message which said: "I will recommend heavier reliance on competition in Transportation."

**THE WHITE HOUSE FAILURE** to follow through during the first 4½ months of the present Congressional session gives rise to the report that there will be no transport message this year. It was as early as Jan. 27 of last year that President Johnson wrote to Chairman Magnuson and Harris, recommending legislation to implement the late President Kennedy's April 1962 message calling for "equal competitive opportunity under diminished regulation." A new look at the situation, of course, could be an early project of Alan Boyd when he becomes undersecretary of commerce for transportation (RA, May 3, p.7), thus assuming the role of principal Johnson Administration adviser on transport matters.

# P&S men hear of expanding role

### Progress cited by Bayer at AAR division's meeting in Chicago.

American railroading—past, present and future—was the subject of study by more than 750 railroad and railway supply men attending the 37th general meeting of the AAR's Purchases & Stores Division, held May 5-7 at the Palmer House, Chicago.

Describing the past—and P&S men's progress during the last 30 years—was C. F. Bayer, vice president, purchases and stores, Erie Lackawanna, and immediate past chairman of the P&S Division. AAR Vice President and Assistant to the President Philip A. Hollar led off an extensive analysis of the present with a view of some of railroads' problems today in the legislative and competitive arenas.

• **Mass transit a 'potent force.'** A. King McCord, president of Westinghouse Air Brake Co., addressed the meeting on the first day. He predicted that mass transit, as the "most potent force for innovation in the area of public land transportation today," will go a long way toward revitalizing all types of rail yard and mainline operation in the foreseeable future.

Other highlights of the three-day P&S Division convention included:

—Election of W. Holman Rose, general purchasing agent, Seaboard Air Line, as chairman of the P&S Division, and of Harold M. Hoffmeister, vice president, purchases and stores, Missouri Pacific, as vice chairman of the division.

—Presentation by Purchases and Stores Editor Philip F. Van Pelt of three "Significant Achievement Awards" to winners of the division's 1965 essay contest: William C. Hartman, chief clerk, purchasing department, Erie Lackawanna; George B. Walker, treatment inspector, Illinois Central, and Walter A. Fussner, Jr., material analyst, Missouri Pacific.

—Discussion and approval of the reports of the division's eight subject committees, including extensive debate on the pros and cons of buying on consignment.

—Announcement of the activation of two more committees, to study standard material classification and to up-date and revise the division's Purchases and Stores Manual.

—Election of seven top P&S officers to serve on the division's general committee for varying terms.

Bayer rejected the opportunity to make his annual message an account of his stewardship as chairman of the P&S Division since the group's last general meeting in October 1963. Instead, he trace the railroad industry's acceptance of the P&S man over the last 30 years as demonstrated by the increasing sophistication of subject-areas discussed by P&S Division groups annually since 1935 and by the coincident recognition of the P&S man himself, as shown by corporate titles accorded him on a number of railroads.

In 1935, Bayer recalled, fewer than 200 P&S men attended the Purchases & Stores Division convention. Those men discussed reports of 19 committees which had tackled such subjects as standard material classifications, comparison of material stock reports and stores expenses, authority to determine stocks, details of P&S daily tasks in connection with equipment and supplies used in dining cars and commissaries, and similar items. The men who attended that meeting, Bayer pointed out, bore titles such as "water engineer," "dining service agents," "requisition marker," and "plant accountant." They were obviously members of "about the third level of supervision."

At the same time, he continued, top purchasing and stores men on 22 railroads, selected at random across the country, were dignified for the most part only by the title of "purchasing agent." Only three of the 22 lines had corporate officers as heads of the P&S department, Bayer said. Only one of those had additional responsibilities over and above P&S matters.

● **Things are different now.** In 1965, this picture had changed dramatically, Bayer said, He noted that attendance at the 1965 meeting topped 750, that almost all present were on the top—or at least the second—level of management of their respective companies, and that the number of committees presenting reports had dwindled to eight. As for recognition, he added: "In 1965 for the first time we find nearly all of our department heads on the staff of the chief executive officers of the railroads selected . . . eight of the roads now recognize the importance of the P&S function by having an elected corporate officer" as the top man in the P&S department. The title "purchasing agent" has almost disappeared.

Railroads today, AAR Vice President Hollar said, are displaying renewed vigor in bigger spending for new equipment and other facilities, in modernization of work-rules, in merger-induced efficiencies, new customer services and "a new outlook for all dedicated railroad people."

Noting that, when railroads' and shippers' capital expenditures for cars and locomotives in 1965 are totaled up, "this year will thereby see a modern miracle of $2 billion of private money spent to continue the modernization of railroads," Hollar declared that "the industry as a whole obviously needs years of sustained high levels of traffic if it is to achieve a healthy earnings rate and to maintain modernization spending at high levels."

Acting to forestall railroads' chances to maintain or increase their earnings rates, Hollar said, are such things as government subsidies to highway, water and air transportation and government's equally-harmful failure to collect substantial user charges.

A total of $10 billion will be expended for new and expanded mass-transit systems by federal and local government authorities during the next 10 years, WABCO President McCord predicted. Of the total 10% will be spent for engineering, and additional sums will be spent for study by private business and educational institutions.

● **Helps freight business.** Such a vast effort to revitalize the mass-transit industry can have only a highly beneficial "fall-out" for freight rail transportation, McCord said.

Benefits already accruing to other types of railroad operation from this type of mass-transit research, McCord said, include advanced automation techniques developed originally for transit operations and now operating in a mainline railroad yard on the West Coast; the institution of audio-frequency track circuits which make unnecessary costly insulated joints in track, and improvements in design of car trucks which "may point the way to meaningful improvements in the rolling characteristics of railroad freight and passenger cars."

The Northeast Corridor project, originally limited to the Boston-Washington, D. C., megalopolis, "has now been expanded to include freight transportation, and it is no longer limited by geography," McCord said. "Planners now are talking in terms of the entire country."

"These brief comments," he concluded, "seem to me to be sufficient proof that rail rapid transit is railroading and that from rail rapid transit developments the railroads will gain in handsome degree. . . Mass transit is not a stepchild of railroading; it is railroading." ■

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# PEOPLE IN THE NEWS

**AMERICAN REFRIGERATOR TRANSIT CO.**—**Norman J. Willi,** auditor, retires May 31, after 48 years of service.

**CANADIAN NATIONAL.**—**Ralph J. Hansen,** assistant area manager, Montreal, appointed manager, Hudson Bay Area, Dauphin, Man., succeeding **E. S. Barker,** named manager, Assiniboine Area, Winnipeg, Man. Mr. Barker succeeds **H. J. Fast,** named manager, Rideau Area in Eastern Ontario.

**G. E. Miller,** supervisor of car distribution, CN's Prairie Region, named manager, **Canadian Car Demurrage Bureau—Western Lines,** Winnipeg, succeeding **J. T. Corrie,** retired.

**W. D. Connon,** trainmaster, Winnipeg, appointed transportation officer, Saskatchewan Area, Saskatoon, Sask.

**FRISCO.**—**William D. Jones,** auditor-disbursements, retired May 1 after more than 46 years of service.

**R. H. Paschal,** director of administrative services, appointed assistant general manager-staff, Springfield, Mo.

**Louie J. Welch,** superintendent dining car department, retired May 1.

**GREAT NORTHERN.**—**G. E. Scholze,** supervisor of engineering, Willmar division, appointed assistant superintendent of maintenance and engineering, Willmar division, succeeding the late **B. F. Treml.**

**GULF, COLORADO & SANTA FE.**—**Collins Hudiburgh, Jr.,** appointed acting transportation inspector, Gulf Lines, Fort Worth, Tex., succeeding **R. H. DeHaven,** named acting trainmaster, Fort Worth, to replace **W. J. McNamara,** on leave of absence.

**ILLINOIS CENTRAL.**—**Robert J. Taylor,** agriculture agent, Iowa territory, Waterloo, Iowa, appointed director of agriculture and forestry, Chicago, to succeed **Paul R. Farlow,** general agricultural and forestry agent, retired (RA, April 5, p. 29).

**A. W. Lowery** appointed assistant general auditor. **W. R. Daw** named general accountant.

**KANSAS CITY SOUTHERN.**—**Wallace R. McDonald** appointed general agent, Shreveport, La., to succeed **E. B. Hickman,** who retired Apr. 30 after 40 years' service. **Michael F. McClain,** general agent, Detroit, named district freight agent there, replacing **T. F. Brennan,** who retired Apr. 30 following 40 years of service. **Leonard Warson** succeeds Mr. McClain.

**MISSOURI PACIFIC-TEXAS & PACIFIC.**—**Tim J. Hogan, Jr.** named manager news and publications, St. Louis.

**NORFOLK SOUTHERN.**—**Hurst Owen,** assistant to president, Raleigh, N. C., elected also treasurer. **Roy W. Chapman,** treasurer and assistant to comptroller, elected comptroller, succeeding **D. W. Coad,** resigned.

**PENNSYLVANIA.**—**W. T. Ewing** appointed superintendent, Chicago division, Chicago. **C. R. McKenna** named superintendent, Fort Wayne division, Fort Wayne, Ind.

**E. A. Gencarelli** named senior industrial engineer, and **R. E. Horner** appointed industrial engineer, both at Chicago.

**ROCK ISLAND.**—**George Sabo,** formerly director of data processing for the transportation subsidiaries of **U. S. Steel Corp.,** appointed to the newly created position of director of data processing, **RI. C. James Taylor** named to the new post of director of economic and cost research. Mr. Taylor was formerly trainmaster, **Union Railroad.**

**Milton H. Booth,** assistant regional manager—freight sales, Denver, retired April 30 after 38 years of service. **Walter P. Williams, Jr.,** district manager—freight sales, Atlanta, Ga., transferred to Denver, to succeed Mr. Booth. **William L. McDaniel,** who has been assigned to the sales agency in Memphis, Tenn., appointed freight sales representative, Winston-Salem, N. C., succeeding **Paul H. Ethridge,** who replaces Mr. Williams at Atlanta.

**SANTA FE.**—**R. R. Fisher** appointed assistant auditor of disbursements, Topeka, Kan., succeeding **E. M. Pomeroy,** resigned to enter private practice.

**SEABOARD.**—**John W. McCaughey,** general agent, Baltimore, Md., appointed assistant general freight agent, Columbia, S. C., succeeding **Thomas B. Cash,** recently named manager trailer-on-flatcar traffic, Richmond, Va. **Richard B. Hess,** commercial agent, Baltimore, named general agent there, succeeding Mr. McCaughey, and is succeeded by **Frank E. Lord, Jr.,** chief clerk, freight traffic department, Louisville, Ky.

Robert F. Pettigrew
UP

Robert M. Brown
UP

**SEATRAIN LINES.**—**Thomas F. Cermack** has been named district sales manager responsible for sales and service in the southwest, California and Mexico, with headquarters in the Houston, Tex., branch office. Mr. Cermack was formerly manager on national accounts.

**Timothy P. Creedon,** administrative manager, Houston office, promoted to general manager responsible for coordination and operation of activities in the Southwest and Gulf area.

**TENNESSEE, ALABAMA & GEORGIA.**—**E. Macon Tolleson,** named president, Chattanooga, Tenn., succeeding **David Elston Hodges,** who died last December. Mr. Tolleson retired last year as executive vice president, **Southern,** after 40 years of service.

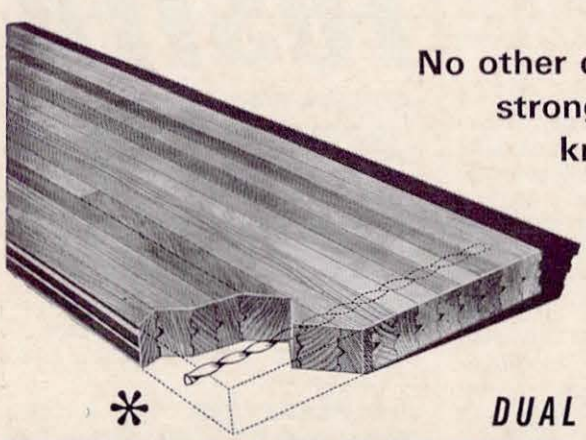
**UNION PACIFIC.**—**Robert F. Pettigrew,** freight traffic manager, Omaha, Neb., appointed to the newly established position of assistant vice president—traffic there. **James M. Adams,** traffic manager, Detroit, Mich., succeeds Mr. Pettigrew as freight traffic manager, Omaha. **C. A. Richards,** general traffic agent, Minneapolis, Minn., appointed assistant traffic manager, Chicago, succeeding **E. L. Erickson,** promoted to succeed Mr. Adams at Detroit. **James A. Callaway** named general traffic agent, Minneapolis.

**E. R. Van Doren** appointed general traffic agent, New York, succeeding **Leo J. McKernan,** who retired April 30.

**Robert M. Brown,** northwestern district engineer, Portland, Ore., appointed chief engineer, Omaha, to succeed **John A. Bunjer,** retired.

**James G. Black,** assistant to the manager of properties, appointed manager of properties, Omaha, to succeed **Lawrence W. Lindberg,** retired.

**WESTERN PACIFIC.**—**U. F. Bohne,** district sales

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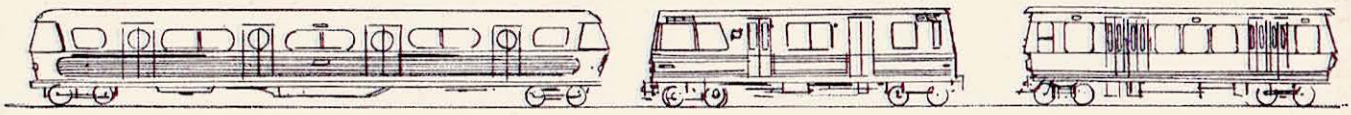

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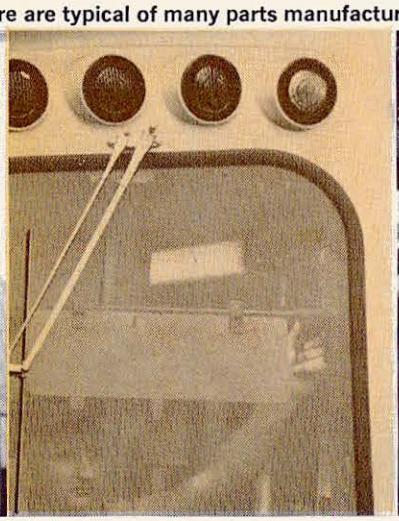
SINCE 1857

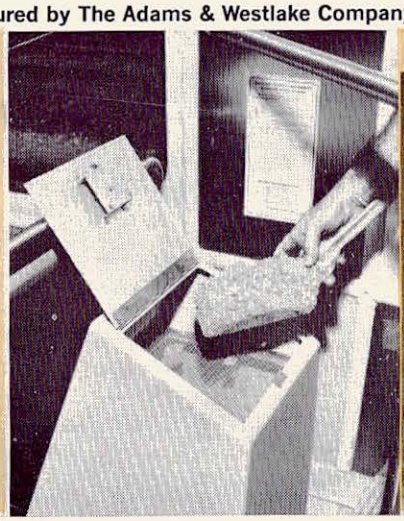
**The Adams & Westlake Company**
Elkhart, Indiana • Phone 219 COngress 4-1141

**The components shown here are typical of many parts manufactured by The Adams & Westlake Company for civic transit systems.**

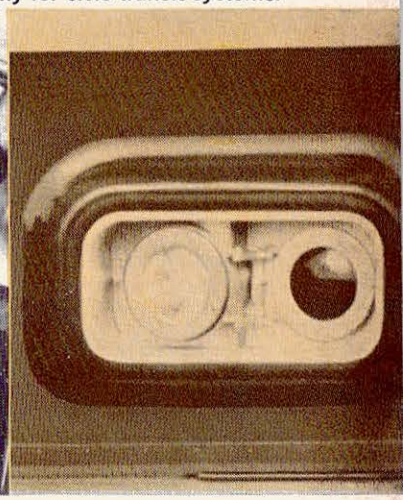
Easy-to-operate conductor's window features one-hand operation.



Anodized aluminum sun visor and cab controlled marker lights.



Attractive fiberglass sandbox is adjacent to conductor's position.



Headlight—tail light assembly with two individual sealed beam units.

manager, Washington, D. C., transferred to Kansas City, Mo., to succeed **Joseph J. Kirch,** who retired Apr. 30. Mr. Bohne's successor is **J. W. Hoppenjans,** sales representative, Cincinnati. **E. P. Schmittgens** appointed sales representative, Memphis, Tenn.

## Supply Trade

**Pullman-Standard** division of **Pullman Inc.** has opened a sales representative's office at 1250 Connecticut Ave., N.W., Washington, D.C., to service railroads in the southeastern United States. **J. W. Miller,** assistant vice president, will head the new office. **John Chapman,** sales representative, will assist Mr. Miller.

**Len E. Keeton,** Southeastern district manager, **Servo Corp. of America,** has resigned that position to become director of marketing and sales, **Railtron Corp.,** Richmond, Va. **Raymond A. Moenich,** assistant manager of field engineering at Servo, has accepted a position as director of services, Railtron, Richmond.

**W. Robert Cress,** general sales manager, **Ohio Brass Co.,** Mansfield, Ohio, has been elected vice president—sales.

**M. Keith Bailey** has been appointed manager of service engineering, **FreightMaster,** division of **Halliburton Co. E. M. Hewitt** has been named a service engineer.

**Philip W. Raley,** eastern division manager, Industrial Packaging Department, **American Viscose Division, FMC Corp.,** Philadelphia, Pa., has been appointed field sales manager.

**Noel P. Lindsay** has been named central division manager, electrical and mechanical products marketing organization, **Carbon Products Division, Union Carbide Corp.,** Chicago, succeeding **M. W. Westland,** appointed product manager for brush, battery and mechanical products.

**John F. McCarthy** has been appointed assistant director of sales, **Shippers' Car Line division, ACF Industries, Inc.,** New York.

**Raymond L. Thomas,** field engineer, Primary Battery Division, **Thomas A. Edison Industries of McGraw-Edison Co.,** Decatur, Ga., has been promoted to assistant district manager there.

**Evans Products Co.** has acquired the Freezer Box Division of Annapolis Yacht Yards, Inc., Annapolis, Md. The operation will continue under present management and personnel.

**Robert F. Bogan,** assistant to the president, Pullman-Standard division, **Pullman Inc.,** has been appointed vice president—purchasing, **Trailmobile** division of Pullman.

**Walker J. Wallace** has been appointed general manager—Pan America and Far East Operations, **Worthington Corp.,** Harrison, N. J.

**Larry B. Miller** has been appointed director of transportation sales for **Kemlite Corp.,** Joliet, Ill. This new position was created because of Kemlite's increased activity in the manufacture and sale of products for the railroad and piggyback transportation operations.

**Robert C. Lawson,** director of sales, **Athey Products Corp.,** Raleigh, N.C., has been elected vice president—marketing.

**R. L. Grassby** has been appointed manager of marketing, **Montreal Locomotive Works.**

**William J. Pringle,** regional manager **Clipper Carloading Co.,** will be in charge of a new station at 790 Nickel Plate Drive, Cleveland.

**Pacific Coast Engineering Co.** has appointed **NOHAB** of Trollhattan, Sweden, a member of the Bofors Group, as a licensee in Europe to manufacture, sell or lease, port of shipboard mounted cranes to handle bulk or container cargo and PACECO's TransTainer rubber-tired or rail mounted gantry cranes for handling piggyback or containers in railroad yards.

## OBITUARY

**Cyril D. James,** 60, former manager of passenger promotion, **Canadian National,** Montreal, died May 1 at his home in Ladner, B. C. Mr. James retired in 1964 because of ill health.

**Charles W. Taylor, Jr.,** director of safety and service, **Interstate Commerce Commission,** died May 3 at Johns Hopkins Hospital, Baltimore. Mr. Taylor would have been 67 on May 18.

**B. F. Treml,** assistant superintendent of maintenance and engineering, Willmar division, **Great Northern,** died in an automobile accident April 24.

**Nelson W. Willard,** 89, retired executive assistant to the president, **Santa Fe,** died May 2 at his home in Riverside, Ill.


ECONOMICAL TRACK DRAINAGE
WITH SPENO Ballast Cleaning

Cross-Section showing little or poor drainage before Ballast Cleaning.

Cross-Section showing good drainage after cleaning with SPENO Ballast Cleaner.

The transformation in drainage conditions shown in these photos was accomplished with a SPENO Ballast Cleaning Machine... Time Tested — and Proved — Year after Year on the railroads of the Nation.

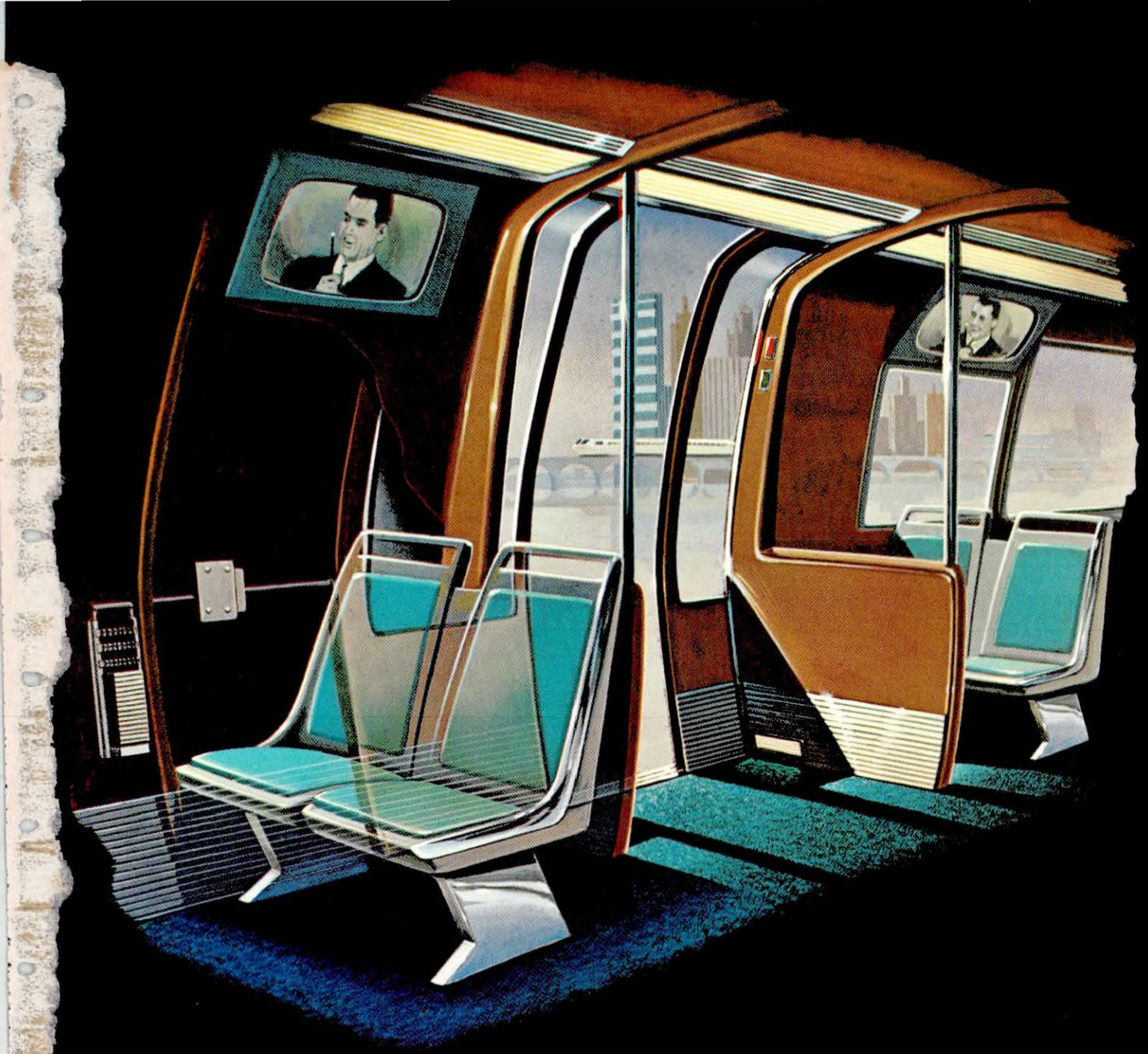
For just a few pennies per track foot you can have good track drainage that saves maintenance dollars.

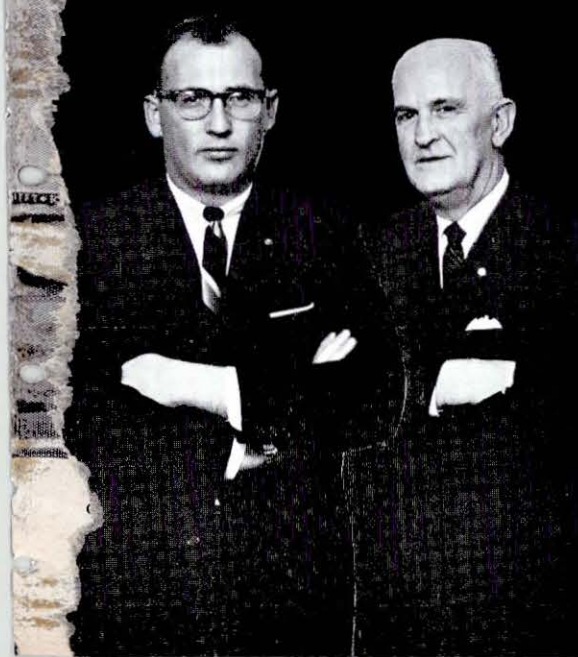
Write or telephone for a Ballast Cleaning program for your railroad.

One of the SPENO Ballast Cleaning machines.

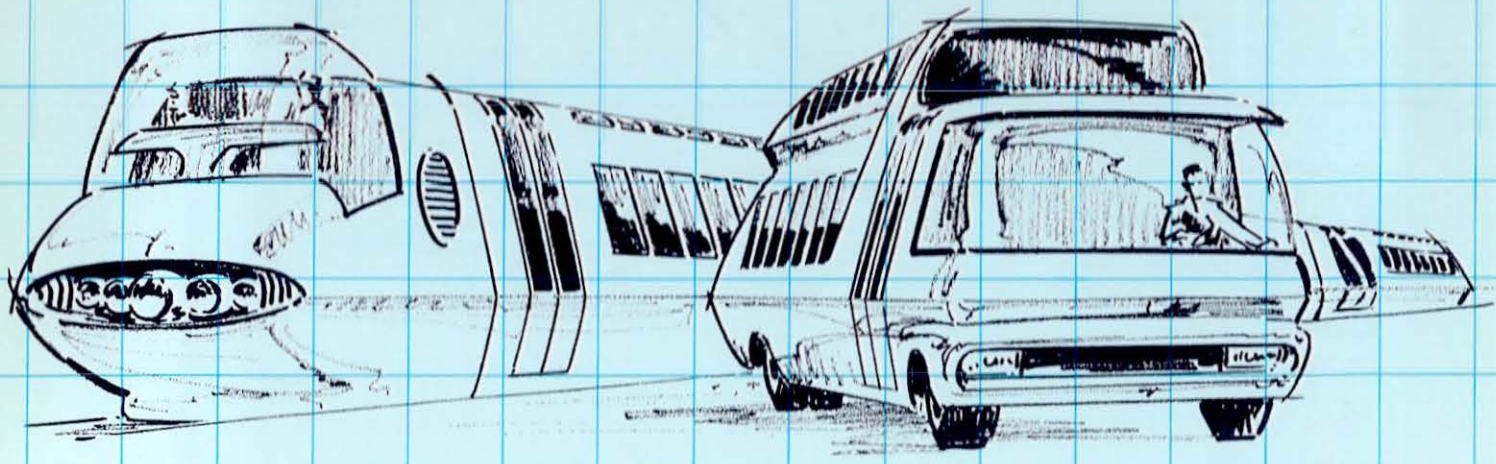
FRANK SPENO RAILROAD BALLAST CLEANING CO., INC.
Clark St., East Syracuse, N.Y. Ph. 315 437 2547
306 N. Cayuga St., Ithaca, N.Y. Ph. 607 272 3313

Canadian Sales Representative: The Holden Co. Limited, 614 St. James St. W., Montreal 3, Quebec, Canada Phone: 514 849-8131





Midland-Ross produces for today
and designs for tomorrow



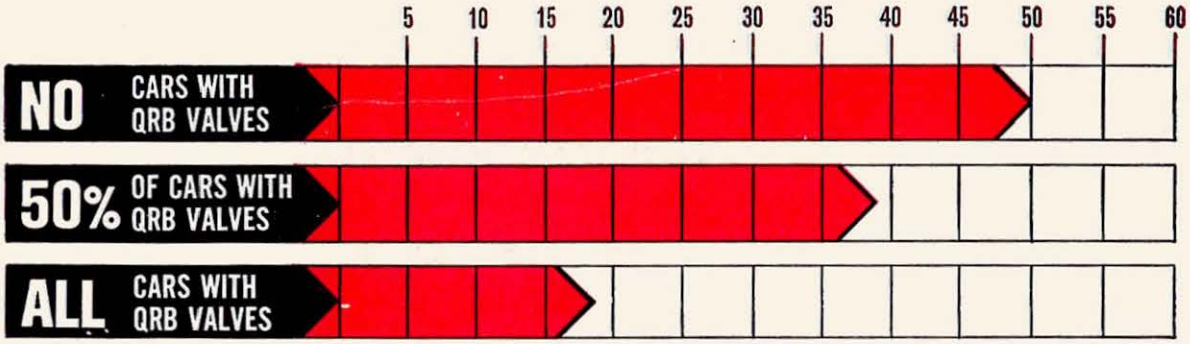
$$T_H - T_C = \frac{R_H - R_C}{a_1 R_C}$$

$$T_H - T_C = (T_C + 234.5)\frac{(R_H - R_C)}{R_C}$$

Today's transit systems serve millions of people with more than 22,000 Midland-Ross door operators and controls. *Each one* was tested during production . . . guaranteeing reliability. Each one overseen by Midland-Ross resident engineers servicing builders and operators. Each one backed by an ever-growing heritage of Midland-Ross experience. Experience that's also being applied—on our drawing boards and in our test laboratories—to better transit products for the systems of tomorrow.

**POWER CONTROLS DIVISION**
**Midland-Ross Corporation**
OWOSSO/MICHIGAN

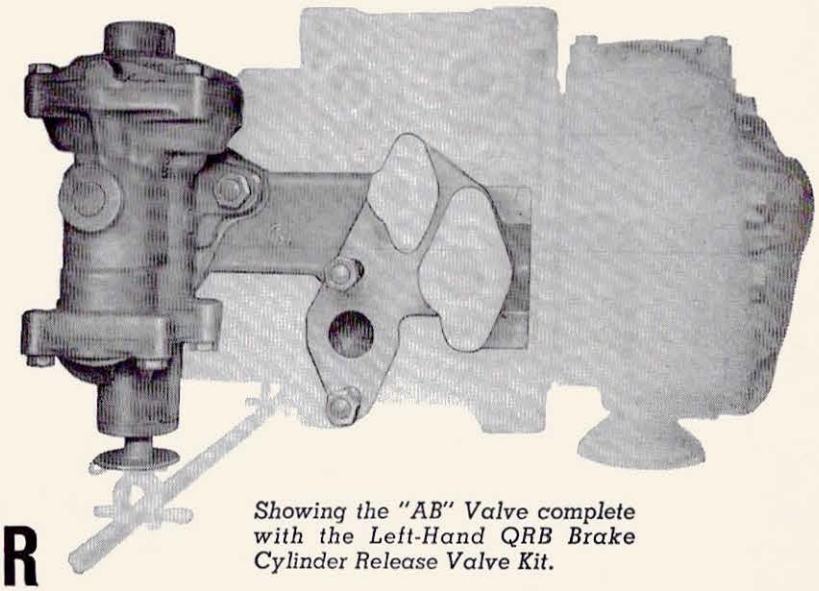
# Will You Accept Lower Terminal Costs For Your 150 Car Freight Trains?




**TIME IN MINUTES TO CHARGE BRAKE SYSTEM FOR TERMINAL TEST** (4 psi/min. B.P. Leakage)

# QRB

# BRAKE CYLINDER RELEASE VALVE KIT



*Showing the "AB" Valve complete with the Left-Hand QRB Brake Cylinder Release Valve Kit.*

- The QRB Brake Cylinder Release Valve Kits, (Left-Hand or Right-Hand), can be readily mounted on ALL existing AB Valve pipe brackets.
- The QRB retains the basic and proven valvular construction and snap action of earlier models in an advanced new design.
- The QRB utilizes internal parts of the earlier QRR valve . . . thus providing minimum OBSOLESCENCE of Parts Stocks.

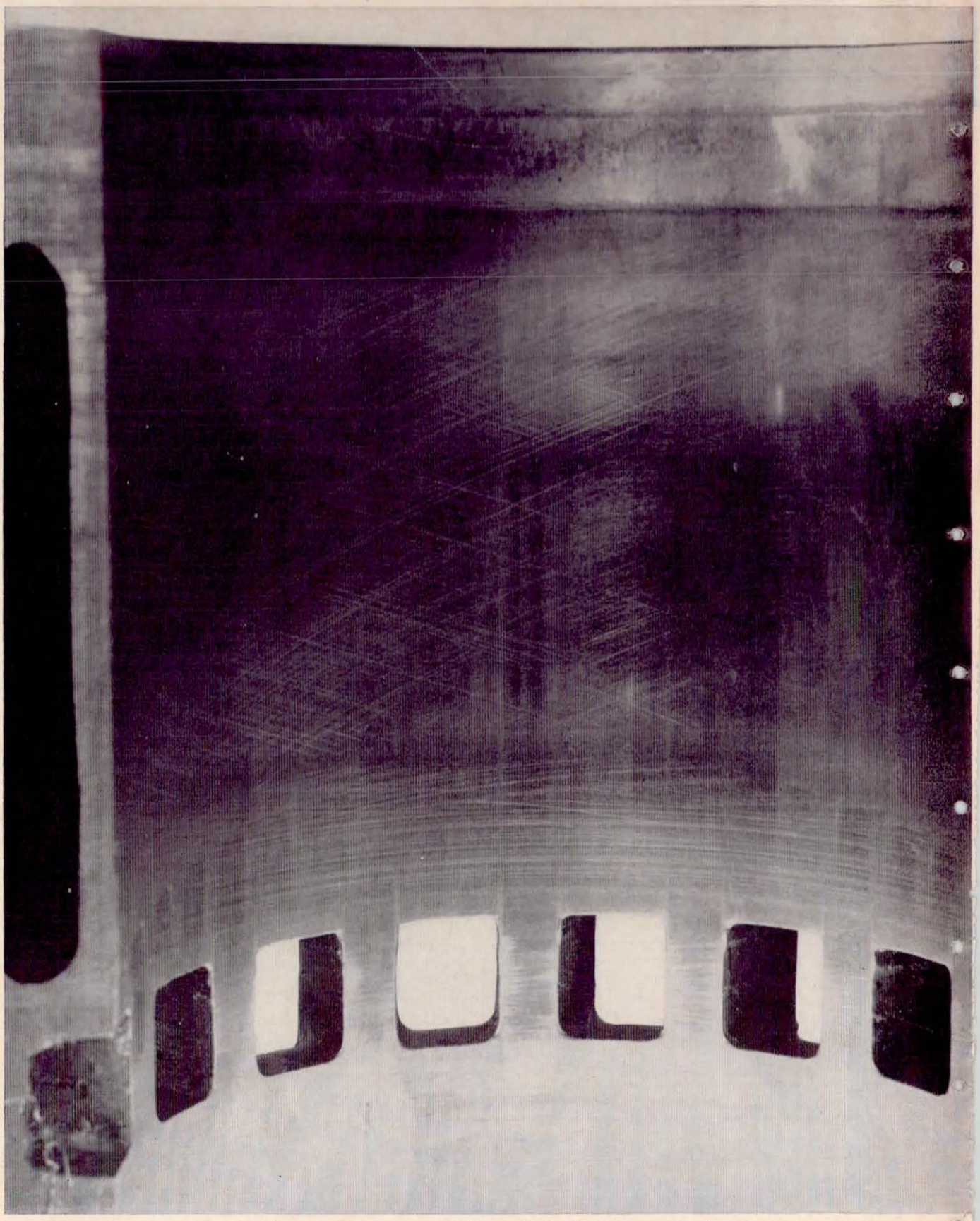
A saving of over half an hour translated into dollars and cents represents an important economy. Every car equipped with the new QRB Brake Cylinder Release Valve contributes to this saving. When ALL cars of a 150 car train are so equipped, the A.A.R. required terminal test takes only 18 minutes versus 50 minutes where NO cars have Brake Cylinder Release Valves.

The QRB Valve, and Right-Hand or Left-Hand Adapters, developed by The New York Air Brake Company, are certified by the A.A.R. to meet all requirements of the new specifications. They are available in complete Kit form for convenience in ordering and applying to existing cars.

GEARED TO PROGRESS PRI MEMBER

**THE NEW YORK AIR BRAKE COMPANY**

**230 PARK AVENUE • NEW YORK 17, N. Y.**



**After more than 200,000 miles, cylinder liner wear was almost unmeasurable. Notice that hone-marks are still visible.**

(Product Reference 73A)

# Wear gets nowhere when you use Sinclair Gascon GL-XD

Sinclair Gascon GL-XD Diesel Lubricating Oil was especially developed and blended to reduce wear in locomotive diesel engines.

How excellently it performs in service, under severe conditions, is proved by inspection of a late type engine that had covered over 200,000 miles in fast freight service. This engine was selected at random, and had used only Sinclair Gascon GL-XD. The results were outstanding:

General condition of engine—*excellent.*

Piston ring gaps—*within limits for new rings.*

Cylinder liners—*so little worn that hone-marks were clearly visible.*

Connecting rod bearings—*dimensionally equivalent to new bearings.*

Pistons, pins and inserts—*no measurable wear.*

For longer engine life and trouble-free operation, use Sinclair Gascon GL-XD Diesel Lubricating Oil.

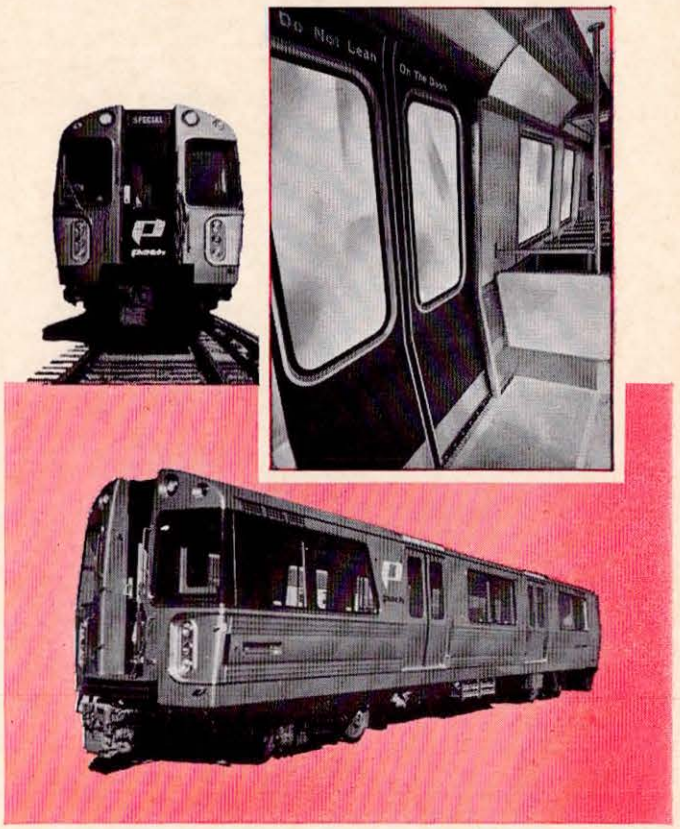
Sinclair

**SINCLAIR REFINING COMPANY**

**Railway Sales, 600 Fifth Avenue, New York, N.Y. 10020**
**Chicago, Illinois – Houston, Texas**

(Product Reference 73B)

# Every PATH Car has one...




# two...three...four EDWARDS Doors*

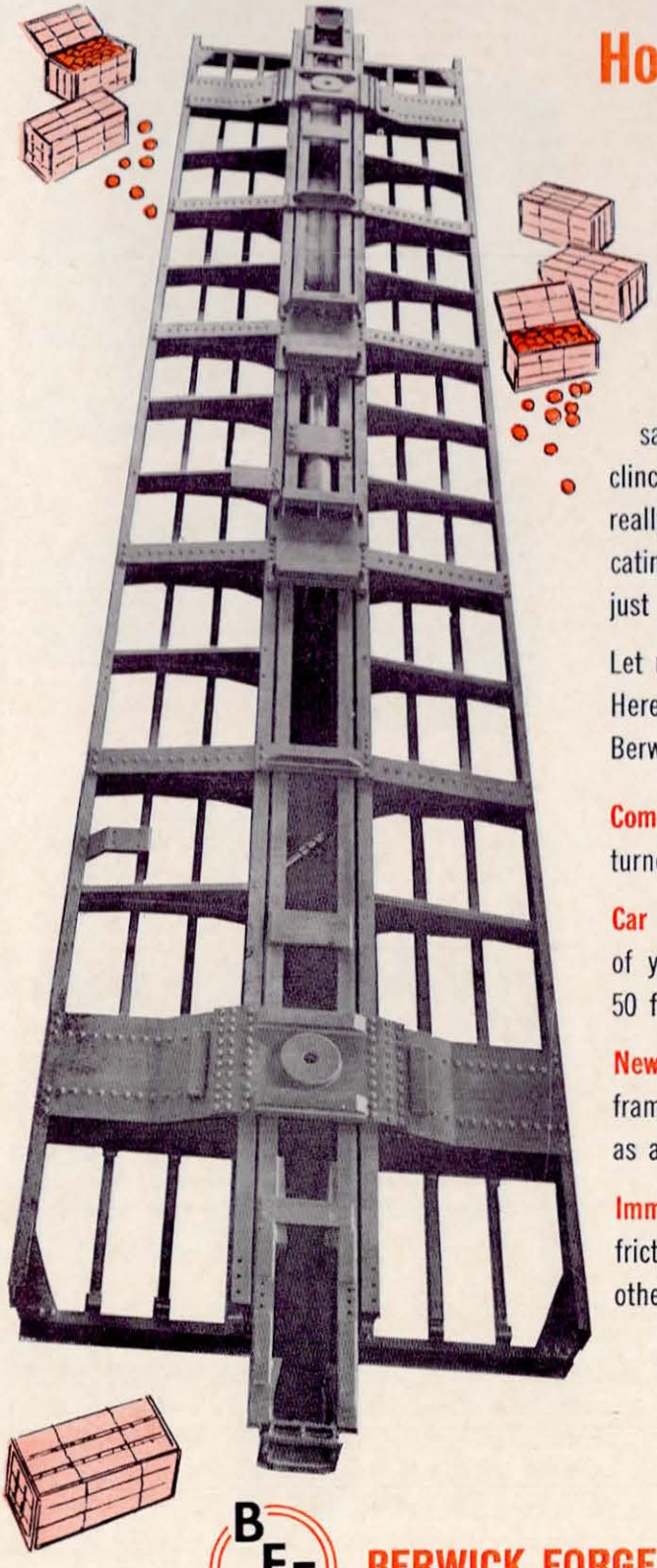
Engineered to specifications of St. Louis Car and the Port of New York Authority, these passenger doors provide smooth, quiet, completely safe operation on the handsome new fleet of Port Authority Trans-Hudson (PATH) transit cars. And their unique curved design affords an added dimension in passenger comfort—four extra inches in width across the car's center. Little noticed equipment like advanced-design Edwards doors and hangers helps to implement new concepts in modern rapid transit, from coast to coast, from New York to New Jersey. Since 1887, Edwards products (doors, sash and hangers) have been standard transportation equipment . . . recognized for high operating efficiency, plus durability and low maintenance.

**We also make the end and cab doors.*

**THE O. M. EDWARDS CO., INC.**
Syracuse, New York 13204

# Fruit Growers Express Co. ordered 630.

# How many do you need?



"One of the best underframes we ever received!" was the comment from a spokesman for Fruit Growers Express.

The trial underframe was completed a week ahead of schedule. This delivery (unusual to say the least) plus highest quality construction clinched the order for a total of 630 underframes. We're really proud of that here at Berwick Forge & Fabricating. Hope you don't mind us blowing our horn just a little.

Let us look at your car building or repair problems. Here are a few of the services available to you at Berwick:

**Complete car overhauling.** Those old cars will be returned to you in jig time just as good as new.

**Car lengthening.** Berwick will increase the capacity of your 40 footers a big 20-25% by making them 50 footers.

**New underframe building.** The order for 630 underframes points up the industry's acceptance of Berwick as a major supplier of components.

**Immediate delivery** on brake rigging parts, draft lugs, friction bearings, grab rails and ladder irons, and other miscellaneous railroad forgings.

*Call or write, we'll be pleased to give you an estimate.*

B F F

**BERWICK FORGE & FABRICATING CORPORATION**

**Berwick, Pennsylvania**

**Chicago office**
**80 E. Jackson Blvd.**

# MARKET OUTLOOK

## Carloadings

Loadings of revenue freight in the week ended May 8 totaled 598,734 cars, the Association of American Railroads announced on May 13. This was a decrease of 1,938 cars, or 0.3%, compared with the previous week; an increase of 25,626 cars, or 4.5%, compared with the corresponding week last year; and a decrease of 142 cars, or .02%, compared with the equivalent 1963 week.

Ton miles generated by carloadings in the week ended May 8 are estimated at 13.8 billion, an increase of 7.3% over the corresponding week of 1964 and 8.2% over 1963.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, May 8

| District | 1965 | 1964 | 1963 |
|---|---|---|---|
| Eastern, including Allegheny and Pocahontas .. | 246,906 | 232,646 | 246,737 |
| Southern ..... | 120,847 | 111,954 | 115,781 |
| Total Eastern and Southern Districts .... | 367,753 | 344,600 | 362,518 |
| Northwestern . | 80,301 | 81,015 | 82,019 |
| Central Western | 112,138 | 110,432 | 114,092 |
| Southwestern . | 38,542 | 37,061 | 40,247 |
| Total Western Districts ..... | 230,981 | 228,508 | 236,358 |
| Total All Roads | 598,734 | 573,108 | 598,876 |
| Commodities: | | | |
| Grain and Grain products .... | 44,109 | 44,179 | 51,397 |
| Livestock ..... | 2,407 | 2,373 | 2,983 |
| Coal ..... | 111,364 | 110,720 | 113,026 |
| Coke ..... | 8,784 | 7,319 | 8,682 |
| Forest Products | 39,796 | 37,084 | 36,959 |
| Ore ..... | 51,725 | 51,700 | 46,358 |
| Merchandise l.c.l. | 9,886 | 13,084 | 17,882 |
| Miscellaneous . | 330,663 | 306,649 | 321,589 |
| May 8 ..... | 598,734 | 573,108 | 598,876 |
| May 1 .....¢ | 600,672 | 560,003 | 591,210 |
| Apr. 24 ..... | 578,712 | 565,643 | 577,024 |
| Apr. 17 ..... | 555,162 | 576,343 | 561,261 |
| Apr. 10 ..... | 548,714 | 522,572 | 556,081 |
| Cumulative total, 19 weeks .... | 10,277,350 | 10,026,037 | 10,029,585 |
| Estimated revenue ton-miles (billions) 19 weeks .... | 242.5 | 232.4 | 217.6 |

**PIGGYBACK CARLOADINGS.**—U. S. piggyback loadings for the week ended May 1 totaled 19,781 cars, compared with 17,545 for the corresponding 1964 week. Loadings for 1965 up to May 1 totaled 336,578 cars, compared with 289,611 for the corresponding period of 1964.

**IN CANADA.**—Carloadings for the seven-day period ended April 21 totaled 60,389 cars, compared with 70,869 for the previous seven-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada | | |
| April 21, 1965 ..... | 60,389 | 21,438 |
| April 21, 1964 ..... | 73,881 | 25,748 |
| Cumulative Totals | | |
| April 21, 1965 ..... | 1,080,243 | 381,888 |
| April 21, 1964 ..... | 1,097,759 | 403,120 |

## CAPITAL EXPENDITURES

► *Frisco.*—Directors authorized expenditure of $16,626,027 for construction and purchase of new cars, locomotives and rail. Authorized for immediate purchase were 100 4,750-cu-ft-capacity aluminum covered hoppers from Magor at a cost of $1,850,000. Also authorized was purchase of 16 diesel-electrics and approximately 660 additional freight car units at an estimated cost of $13,975,000. Frisco will construct 50 multi-level auto rack cars at company shops in Springfield, Mo., at a cost of $360,000. Twenty miles of new 90-lb rail, costing $441,027, will be laid between Hugo and Boswell, Okla.

## LOCOMOTIVES—FOREIGN

► *Dominican Republic.*—Corporacion Azucarera de la Republica, which operates sugar plantations, ordered 12 diesel-electric switching locomotives from General Electric.

► *India.*—The southeastern Indian port of Visakhapatnam has ordered from General Electric Company six three-axle 660/600-hp switching locomotives designed for multiple-unit operation on 66-in. trackage. The locomotives, with Cummins VT 12 engines and GE traction motors, have a speed of 40 mph, and tractive effort of 27,200 lb.

► *Turkey.*—Turkish Iron and Steel Industries Co. has taken delivery of four General Electric industrial locomotives built at Erie, Pa.

## NEW FACILITIES

► *Algoma Central & Hudson Bay.*—Ordered a complete highway-railroad grade crossing protection system from General Railway Signal Co.

► *Boston & Maine.*—Ordered a type E, 77-foot retarder from General Railway Signal Co., for installation at Mechanicville, N.Y., yard.

► *Chicago & North Western.*—Major projects include construction of a five-million-bushel-capacity grain elevator at Superior, Wis., $6 million; construction of a new station building, diesel shop and yard tracks at Belvidere, Ill., $563,000; installation of CTC, Missouri Valley-Denison, Iowa, $379,000; installation of new yard trackage at Appleton, Wis., $277,000; construction of a new office building at Butler Yard, Milwaukee, $275,000; installation of tri-level auto-rack-car unloading facilities at St. Paul, $273,000; and construction of a new office and maintenance building at Madison, Wis., $263,000.

► *Pennsylvania.*—Ordered 64 sets of approach overlay track circuit equipment and 8 sets of series overlay track circuit units from General Railway Signal Co. The approach overlay units will be used for control of highway crossing protection, while the series overlay equipment will be used for switch locking.

► *Union Pacific.*—The 1965 track improvement program includes 350 miles of continuous ballast work on double-track main line between Omaha and Ogden. The project, costing about $1,750,000, is scheduled for completion over a 35-day period by a 450-man mechanized gang.

# YOU OUGHT TO KNOW

**Big earner, big spender:** The Norfolk & Western, which expects record profits (on a per-share basis) in 1965, has unveiled a capital-improvement program in keeping with its prospects. President Herman H. Pevler told stockholders at Roanoke, Va., May 13 that N&W will spend $93 million this year for 5,888 new freight cars and 67 diesel locomotives, and an additional $20 million for yard improvements—including $13.5 million for an electronic retarder yard at Bellevue, Ohio.

**The canal: Grave problem all around:** Pittsburgh-area railroads are continuing their battle against construction of a canal linking the Ohio River and Lake Erie. R. B. Hood, Bessemer & Lake Erie's secretary-treasurer and assistant to the president, told a group in Columbus, Ohio, last week that the Corps of Engineers' favorable report on the canal failed to include costs of constructing terminal facilities on the lake (estimated at $125 million). And earlier, Hood told another Ohio audience that the report contains many "grave" errors. Among them: Taxpayers must pay the cost of relocating graves disturbed by canal construction and, between a previous study in 1947 and the present report, "two whole cemeteries and some 700 graves have vanished."

**Pennsy promotes three:** Three promotions at the vice-presidential level will become effective on the Pennsylvania June 1. Henry W. Large will become vice president—traffic, succeeding Fred Carpi, who retires May 31. A. Paul Funkhouser, assistant vice president—coal traffic, becomes vice president—coal and ore traffic. William A. Lashley, assistant vice president—public relations, becomes vice president—public relations and advertising. Large and Funkhouser will report to PRR President A. J. Greenough. Lashley will report to Chairman Stuart T. Saunders.

**Good news for coal:** "A firm and growing market" over the next decade for exports of U.S. coking coal to Japan and the six European Common Market countries is predicted in a study just completed for the Norfolk & Western by the Stanford Research Institute. Through 1967, the study finds, exports to the seven areas are likely to increase from about 17 million to around 19 million metric tons. "Over the longer term, through 1975, U.S. coking coal will continue to improve its already strong position in the seven countries." The researchers also conclude that neither price nor freight rate reductions would result in any additional export tonnage.

**BLF&E beats the drum:** The Brotherhood of Locomotive Firemen and Enginemen wants Congress to probe railroad operating conditions (and accidents) since firemen have been taken off—and, at the same time, the union is trying to whip up public support for the cause. BLF&E advertisements have been placed in four metropolitan newspapers (New York, Washington, Chicago, Los Angeles) and in three journalism trade publications. There'll also be a direct-mail campaign, using the same ad. So far as media use is concerned, the ad is described as a one-shot—at a cost estimated at "less than $40,000."

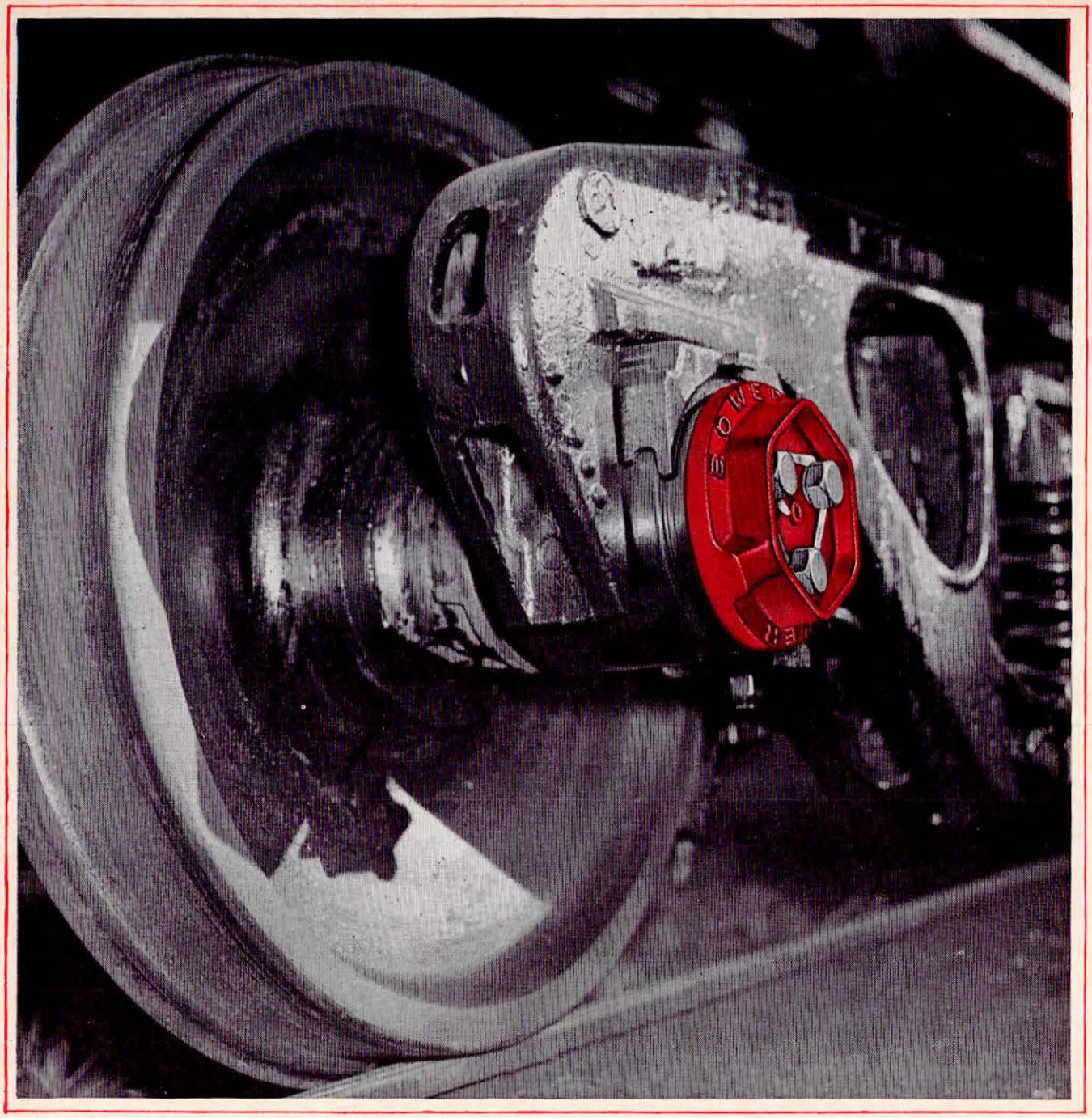
**New ICC rerouting agent:** R. D. Pfahler, assistant director of the ICC's Bureau of Safety and Service, is now Commission agent with the power to authorize railroads to divert and reroute traffic in emergencies. The rerouting power is embodied in Service Order No. 562 which the Commission amended to make Pfahler the agent as successor to the late C. E. Taylor, who was director of the Bureau.

**NA gets the money:** North American Car's first 1965 equipment trust certificate issue, totaling $15 million, will provide about 80% of the funds for 1,044 new freight cars costing $18,750,000. On the list of new equipment (in service or under construction): 404 tank cars, 279 RBL cars, 166 covered hopper cars, 92 piggyback flat cars, two box cars and 101 covered hoppers for the company's Canadian subsidiary.

**Truck tonnage:** Intercity truck tonnage in the week ended May 1 was 5.6% above that of the previous week, and 7.8% over the volume for the corresponding week of 1964, according to American Trucking Associations.

## Current statistics

| | |
|---|---|
| **Net income** | |
| 3 mos., 1965 | $121,000,000 |
| 3 mos., 1964 | 133,000,000 |
| **Carloadings, revenue freight** | |
| 19 wks., 1965 | 10,277,350 |
| 19 wks., 1964 | 10,026,037 |
| **Freight cars on order** | |
| April 1, 1965 | 36,491 |
| April 1, 1964 | 36,219 |
| **Freight cars delivered** | |
| 3 mos., 1965 | 18,865 |
| 3 mos., 1964 | 17,300 |
| **Serviceable cars** | |
| March 1, 1965 | 1,406,712 |
| March 1, 1964 | 1,411,426 |



# New **Santa Fe** box cars ride on Bower "Red Cap" Bearings

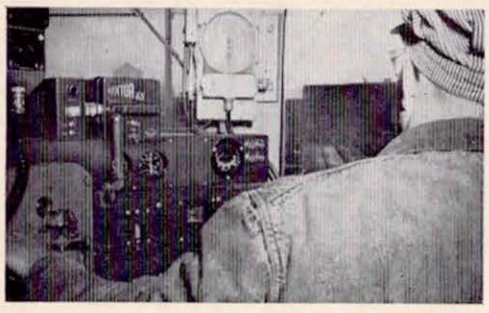
Santa Fe shippers are getting better protection for their products in new Super Shock Control freight cars. Part of their smoothness comes from quality and precision of Bower "Red Cap" journal box bearings.

Exclusive sales agent

**STANDARD RAILWAY EQUIPMENT**
**division of STANRAY CORPORATION**
Hammond, Indiana • Chicago, Illinois • New York, New York

# PROTECT YOUR INVESTMENT IN FOOT PEDAL EQUIPPED LOCOMOTIVES

All parts of the foot pedal installation except the foot pedal plate itself are an essential part of the Alertor application. In less than 4 hours time, during any inspection or servicing period, every locomotive can have insurance and protection that only the Alertor can provide.



VAPOR ELECTRONIC ALERTNESS CONTROL • BE ALERTOR® SAFE • ALERTOR 65 • THE SAFE DEAD MAN CONTROL

*Ask for Bulletin 4094-A*

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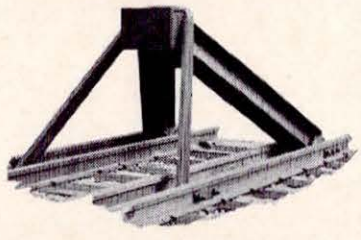

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# Problem with many answers

**Sometimes the solution is to fold up, but shortage of urban land focuses attention on public need to promote travel by rail.**

The passenger business continues to challenge the railroads' ability to adapt themselves to changed circumstances—as probably no other great industry has ever been challenged. This is no simple problem such as, for instance, the ice business faced when the electric refrigerator came along—in a few years' time the ice business had vanished. But there are parts of the railroad passenger business (e.g., suburban traffic) that show more signs of growth than of disappearance.

Some roads with superior long-haul service are holding onto this traffic rather well. And now there is a great deal of study and discussion of the possible development of high-speed passenger service in the 200-400-mile radius. Some railroads have been able to retire entirely from hauling people, and several others would like to. When a road's passenger patronage dwindles to the point of insignificance, probably the sooner it is withdrawn, the better.

However, aside from railroads that are entirely out of the business, or almost so—the situation of no two of the remaining railroads is exactly the same. There are still a lot of people who like to ride long-haul passenger trains where service standards are superior—and quite a few railroads that are happy to continue such service. There has never been discovered a more effective way of making friends with the public than hauling them comfortably—where the expense is more than covered by the benefits.

And now the question of traffic congestion around major cities has arisen—and public authorities and leading citizens are now acutely aware that a railroad track will move many times the people that a superhighway will. A leading newspaper is now hinting that it might be a good idea to use revenue from motor vehicles to improve railroad and transit services.

Appreciation of the difficulties of railroads serving urban areas—and growing determination to eliminate these difficulties and preserve and extend the service—are now firmly grounded in the thinking of public officials and leading citizens. Unless some practicable way can be found to erase the artificial handicaps that still plague railroad service (e.g., high taxes and too much subsidizing of rival agencies), there seems every indication, in some localities, that government will be called on to take over the local railroad services in some way or another.

Public opinion has become callous to subsidies. Rather than solve the problem of traffic congestion by removing subsidies from the railroads' rivals, many opinion leaders seem now to feel that it would be easier to give people economic incentives (i.e., subsidies) to induce a lot of them to switch to trains from autos and planes.

This is a governmental problem—not one that railroads can solve. They did not create it. They have warned the public for years of the dangerous course government has been following, but their warnings fell on deaf ears.

New York's Governor Nelson Rockefeller frankly lays present difficulties to federal subsidies to other forms of transportation (particularly the urban highways where local governments pay only 10% of the cost and nation-wide taxes pay 90%).

## Separate answer for each railroad

The foregoing are a few of the varying aspects of the passenger service problems that face the railroads, each one differently. There is no single and easy answer to them. Each railroad has to go it alone, in the light of its own situation. Meantime, there are two clearly discernible developments that are significant: (1) the strong resurgence of urban rapid transit, which is extending to railroad suburban service; and (2) the acute awareness in high places of the growing shortage of urban land —and the consequent likelihood that, before long, public authorities will be as eager to promote medium-distance travel by rail, as they now are promoting rail transit and suburban service.

*The overwhelmingly important function of railroads is the economical movement of freight. The passenger business is a side-line, but it is the conspicuous part of the business which—if done at all, needs to be done well, if means are available.*

The public judges the railroads from what they see, and there are 1,000 people exposed to the passenger business for every one who gets an inside look at their movement of freight. The passenger business of some roads is gone or near extinction. On others, standard service, after having declined for years, is now holding its own. And in two areas—urban and middle distance in congested locations—there is either an upsurge of growth or a lively prospect of it.

In any event, some areas of the business are tending far more upward than downward. Imaginative managers, each in his own way, will discover how to adjust their company programs to mesh most realistically with the situation that confronts them.

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